

# BUCKEYE ROAD

# REFRESH

A TRANSPORTATION FOR LIVABLE COMMUNITIES PLANNING STUDY

Northeast Ohio Areawide Coordinating Agency



*Sponsored by:*

City of Cleveland



*In partnership with:*

Buckeye Residents

Burten, Bell, Carr Development, Inc.

August 4, 2021



## #BUCKEYEROADREFRESH

### **It is Buckeye's time.**

It is time for the renaissance the community knows is possible – one that reignites and highlights the vibrancy, beauty and history of this place. It is time for reinvestment rooted in justice and community wealth-building, the rediscovery of a place that leaves no one behind, and a look forward to this community as a leader in technology, mobility, equity and change. When people lead the process, change can happen. It is Buckeye's time.

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## **INTRODUCTION**

*Community-driven and focused on transformative actions.*

It is Buckeye's time. This once-thriving commercial district on Cleveland's east side has experienced significant disinvestment and neglect in recent years. Poor conditions along the corridor's roadway and sidewalks have created an environment that discourages other investments, impacting neighborhood perceptions and creating a self-fulfilling prophecy. This is emphasized by the number of vacant historic buildings and boarded-up storefronts that once animated this lively district. A global pandemic has placed additional hardships on the remaining businesses here, but there is a pride in the neighborhood and a dogged determination by local stakeholders to take actions that build a more supportive and thriving place. There

is hope; there is community; and there is the unflinching belief that this area has never lost what it takes to thrive once again.

The City of Cleveland has recognized the need to leverage a range of programs and investments aimed at reinvigorating the corridor and greater community. This initiative is being developed in conjunction with efforts associated with the Thrive 105/93 Plan, the Mayor's Neighborhood Transformation Initiative, Elevate the East, the Woodhill Neighborhood Transformation Plan and a neighborhood vision plan to be undertaken by the neighborhood's development corporation, Burten, Bell, Carr Development, Inc. More directly, this project is poised to see an immediate phase of





implementation through its alignment with the City of Cleveland's Buckeye Road Resurfacing project. As resurfacing is badly needed for the street and funding for this work has been received from the State of Ohio, the City of Cleveland saw the opportunity to pair these efforts – to provide a heightened level of design and community engagement to the roadway project, as well as immediate implementation for portions of the design identified through the TLCI work – something that often takes years.

The Northeast Ohio Areawide Coordinating Agency's (NOACA's) Transportation for Livable Communities Initiative provides a valuable tool for positioning infrastructure improvements to lead greater neighborhood investment. By

supporting planning projects that explore a more balanced approach to pedestrian, bicycle and vehicular movement, the opportunity exists to envision streets that better serve our communities and greatly improve access and mobility.

It is time to rethink how infrastructure projects are undertaken in the City of Cleveland, and the Buckeye Road Refresh Project team has endeavored to approach this work in a way that places community voices at the forefront.

The early success of this approach has been experienced in high levels of participation in the process through project committees, community meetings, focus groups and project-related surveys. The Buckeye community's

voices throughout this brief but intense process help to demonstrate that this matters, and that public infrastructure must be more responsive to the neighborhoods it serves if we are going to grow and thrive as a city.

Why is this different? **Residents and stakeholders are changing the narrative, and real change will not happen without the community in the lead.** This is more than a streetscape project – this is a neighborhood coming together to impact process and policy; a neighborhood coming together to build a more equitable future.

It is Buckeye's time and it is Cleveland's time.



## THE PROJECT

### *Additional Project Goals and Objectives*

The Buckeye Road Refresh project explores neighborhood revitalization through catalytic infrastructure investments.

The City of Cleveland identified preliminary goals for the work:

**Bicycle Planning:** Explore the potential for bike lanes along Buckeye Road and recommendations for connections to existing and proposed bike paths and other regional assets.

**Pedestrian Planning:** Identify areas with a high volume of pedestrian traffic and consider interventions and enhanced crosswalks to improve pedestrian safety.

**Traffic Analysis:** Provide a guide for how to address the need for multiple modes of transportation in a safe and equitable way with a particular focus on the congestion at the East 116th and Buckeye intersection.

**Parking Analysis:** Identify parking demands in various locations and analyze redistribution of parking resources based on those demands; look for new opportunities for district parking.

**Land Use Planning:** Explore appropriate land use along the western portion of the corridor and review existing recommendations for the eastern portion of corridor. Review setbacks to encourage a pedestrian friendly environment.





## 21ST CENTURY STREET

To support the coordination of this work, the City of Cleveland's Engineering Department provided representation throughout the neighborhood planning process that was part of this TLCI plan. This approach enabled the planning team to better align work with roadway design goals, while providing an opportunity for the engineering team to understand the goals and priorities of the community. This has also provided a critical connection between the community and the infrastructure work that hopefully continues to be honored throughout the remainder of the engineering and construction process.

Study preservation and reuse of existing mixed-use buildings, in-fill development, and transit-oriented development.

**Other goals/objectives:** Help to inform future street resurfacing and the Mayor's Neighborhood Transformation Initiative.

Additionally, the Mayor's Office of Capital Projects and Division of Engineering and Construction are undertaking a Rehabilitation project for a 1.4 mile section of Buckeye Road, from Shaker Boulevard to the west to South Moreland Boulevard to the east. An engineering team was selected for this portion of work in late 2020, with the intent that the results of the Buckeye Road Refresh TLCI Plan would inform the design details and direction.

This rehabilitation project will include the repair and/or rehabilitation of existing roadway pavement, curbs, sidewalks and curb ramps, and incorporates a budget of \$560,000 for additional streetscape improvements.

The engineering and final design associated with this project will occur in 2021 with construction to occur in 2022.





## The TLCI Process

The Buckeye Road Refresh Project is a Transportation for Livable Communities Initiative. This program, managed by the Northeast Ohio Areawide Coordinating Agency, “provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability.”

The process at this point transitions into more traditional building projects. Design, bidding, and construction can begin.

Armed with solid ideas for improvement, the community will seek various sources of funding to enact and implement the proposed improvements.

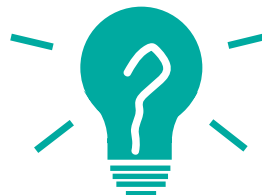


YOU ARE HERE

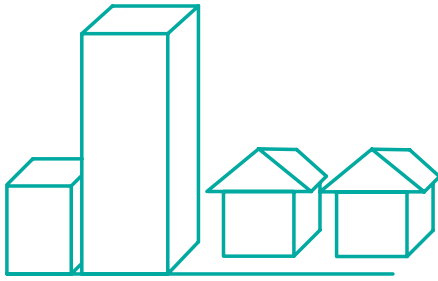
## TLCI OBJECTIVES:

- Develop transportation projects that provide more travel options through **COMPLETE STREETS** and **CONTEXT SENSITIVE SOLUTIONS**; increase user safety and supporting positive public health impacts
- Promote **REINVESTMENT** in underutilized or vacant/abandoned properties through development concepts supported by **MULTIMODAL TRANSPORTATION SYSTEMS**
- Support economic development through **PLACE-BASED TRANSPORTATION** and land use recommendations, and connect these proposals with **EXISTING ASSETS AND INVESTMENTS**
- Ensure that the benefits and burdens of growth, change, and transportation projects are distributed

Following dynamic community work sessions, the consultant team organizes and prioritizes a comprehensive set of ideas for improvement. Big, small, and in between, the concepts are presented to the public for feedback and packaged to guide the project's next steps.



A community identifies a need improve its livability through better connections to resources and integrated transportation.



Community leaders and local stakeholders prepare an application to request consideration for planning assistance and funding from NOACA.

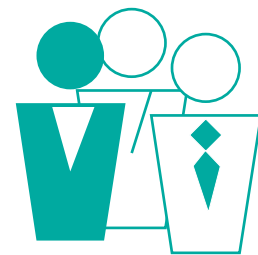


The agency's board reviews applications and makes awards based on available dollars during each application cycle.



**EQUITABLY** by integrating **ACCESSIBILITY AND ENVIRONMENTAL JUSTICE** into projects

- Enhance **REGIONAL COHESION** by supporting collaboration between regional and **COMMUNITY PARTNERS**
- Provide people with **SAFE AND RELIABLE** transportation choices that enhance their **QUALITY OF LIFE**



Consultant teams submit qualifications for consideration to lead the planning effort. Participants often comprise planners, architects, engineers, and landscape architects to create a well-rounded urban design team.

Throughout the process, the consultant team and the project stakeholders solicit input from the community to help shape the project's goals, vision, and initiatives.







# PROJECT TEAM

*Committed Project Partners*

The Buckeye Road Refresh team includes professionals who bring a diverse range of expertise and experience to this effort:

## Client Team:

### Cleveland City Planning Commission

- Freddy Collier, Director
- Marka Fields, Chief City Planner and Project Manager
- Calley Mersmann, Bicycle and Pedestrian Coordinator

### City of Cleveland Engineering & Construction

- Angela Sanchez, Engineer

### Northeast Ohio Areawide Coordinating Agency

- Grace Gallucci, Executive Director & CEO
- Dr. Ali Makarachi, Director, Transportation Planning and Engineering
- Andrew Stahlke, Transportation Planner

## Consultant Team:

### Planning and Urban Design

CITY ARCHITECTURE

- Alex Pesta, AIA, AICP, LEED AP, Principal
- Michelle Bandy-Zalatoris, AICP, LEED AP, Senior Urban Designer and Project Manager
- Juleian Curtis, Assistant City Planner
- Ian Meadows, Assistant City Planner

### Community Outreach

SEVENTH HILL LLC

- David Jurca, Principal / Youth Outreach Specialist
- Clifford Benjamin Herring, Architectural Designer / Materials Innovator

Julian Khan, Community Outreach / Resident Engagement / Stakeholder Coordination

### Traffic Engineering / Transportation Planning /

### Civil Engineering

KARPINSKI ENGINEERING

- Christopher Bednar, PE, Principal Civil Engineer

## Neighborhood Leadership:

- Blaine A. Griffin, Councilperson, Ward 6
- Kenneth L. Johnson, Councilperson, Ward 4

BURTEN, BELL, CARR DEVELOPMENT, INC.

- Joy D. Johnson, Executive Director
- Dawn N. Mayes, Director of Neighborhood Services, Buckeye
- Ciara Wilson, Community Outreach Coordinator, Buckeye

Community Acknowledgment:

The Buckeye community has played a pivotal role in the development of the Buckeye Road Refresh TLCI Plan. A dedicated group of residents, business owners, institutions, students and stakeholders have provided their time and expertise to guide the outcome of this work. The project team is thankful for your energy, clarity and creativity.







## **REPORT ORGANIZATION**

*Connect, Understand, Test and Refine*

The Buckeye Road Refresh report is organized into four main sections, reflective of the planning process. Our team's work is focused on action, and the materials contained herein document this process, from physical analysis to unique community engagement, to community-led design solutions.

### **Connect**

People are at the core of this work, and this effort has been organized around an intensive engagement process. An emphasis on connection means that people are connected to the process and to one another. The project team was committed to exceeding expectations and improving connectivity despite the physical challenges of the current global pandemic.

### **Understand**

A successful planning process must evolve from both the physical and social context of a neighborhood. This portion of the work is focused on identifying community goals and priorities, physical opportunities and limitations, and the social, political and financial challenges that impact approach and implementation.

### **Test**

This phase of work focuses on the development of thoughtful design solutions. Through this portion of the process our team has explored a range of early design solutions that address client and community priorities, we have created space to design together, and shared materials for feedback. That feedback became



the basis for the next phase of work.

## Refine


This part of the work takes the recommendations and designs and considers implementation strategies. It is about compiling the materials and approaches that will inspire people to action and create project champions.

*Throughout the report you will see the words of the community highlighted like this. Our team has used these ideas to help guide the process.*

Buckeye personas are meant to represent groups of people who the community felt needed to have a say in the process. The personas helped the team explore solutions through the eyes of others, and appear throughout the report to raise important considerations.

## 21ST CENTURY STREET

We have also highlighted different approaches to process that have been tested as part of the Buckeye Road Refresh work. These ideas can be part of a toolkit for looking at the development of neighborhood infrastructure with a new lens; to achieve more responsive results.



“Personas will appear throughout the report with a green box like this, an image of the persona, and text.”







CONNECT

2

ELEVATING THE COMMUNITY'S VOICE



# CONNECT

*Redefining Who, How & When people are connected to infrastructure planning & design*

Our neighborhoods that have experienced years of disinvestment and lack of maintenance have resulted in what many view as disinterest in infrastructure improvements by the community. It is wrongly assumed that residents don't really care.

The team recognizes that a more intentional approach to outreach is needed. It must identify and overcome obstacles to participation while meeting people where they are, and welcoming their voices to the table. Our stakeholders should be leading the conversations around infrastructure improvements best suited to meet the needs of their community if we have any hope of achieving more equitable, responsive and sustainable solutions.

With the goal of creating opportunities for deeper and more meaningful connections to this process, the consultant team set standards at the outset for connecting voices that often go unheard. A multi-faceted approach of review committees, community events, surveys, focus group conversations, one-on-one conversations and social and print media outreach enabled the team to connect with a meaningful cross-section of the community, and bringing many voices to the table. This was conducted during a global pandemic, which greatly limited the opportunity for in-person events. Despite this limitation, connectivity was robust.

Our community connections included the following goals and activities.

<p><b>22,000</b> Residents in the study area</p>	<p><b>WEBSITE:</b> ..... <a href="http://AGreaterBuckeye.com/RoadRefresh">AGreaterBuckeye.com/RoadRefresh</a></p>	<p><b>Follow us:</b> <a href="#">@AGreaterBuckeye</a> {Instagram} &amp; {Facebook}</p>
<p><b>GOALS</b></p>		
<p><b>1%</b> 220 <b>ACTIVE PARTICIPANTS</b></p>	<p><b>100%</b> 22,000 <b>INDIVIDUAL IMPRESSIONS</b></p>	<p><b>ACTIONS</b> UX Walks Focus Groups Virtual Meetings Community Events</p>
		<p>Produce <b>3</b> Video <b>BUCKEYE STORIES</b></p>
		<p><b>&amp;T</b> BUILD A PLATFORM FOR THE <b>FUTURE</b></p>

# PROJECT OUTREACH SCHEDULE

## October 2020:

Project kick-off  
Steering Committee Meeting  
Stakeholder Committee identification and outreach  
Site walk and community conversations

## November 2020:

Stakeholder Committee Meeting  
Outreach for focus group conversations and interviews

## December 2020:

Project website finalized  
Community Survey #1 released  
Steering Committee Meeting  
Stakeholder Committee Meeting  
Individual stakeholder conversations  
Community Event – Buckeye Road Trivia Night Vol. 1

## January 2021:

Steering Committee Meeting  
Flyer distribution for Community Event #2  
Community Event – Project Background and Listening Session  
Stakeholder Committee Meeting  
One-on-one community conversations  
Buckeye Merchants Meeting Participation

## February 2021:

Flyer distribution for Community Event #3  
Community Event #3 – Early Concept Review, Feedback and Visioning Session  
Stakeholder Committee Meeting  
Youth Listening Session – Boys & Girls Club  
Individual stakeholder conversations  
Buckeye Merchants Meeting Participation

## March 2021

Steering Committee Meeting  
Stakeholder Committee Meeting  
Presentation at Ward 6 Meeting  
One-on-one resident and business conversations  
Youth Listening Session – Benedictine students  
Community Survey #2 released  
Presentation to Southeast Design Review Board  
Buckeye Merchants Meeting Participation  
Flyer distribution for Community Event #4  
Community Event #4 – Final Plan Review and Feedback  
Buckeye Road Trivia Night Vol. 2

	Participants	Impressions
Neighborhood postcards		1,000
Buckeye Trivia Night Event	9	30 (RSVPs)
Community Event 1.0	61	83 (RSVPs)
Community Event 2.0	78	105 (RSVPs)
Community Event 3.0	24	30 (RSVPs)
Video Interviews	3	
Youth Focus Group	4	
Mailchimp Campaigns	104	
Community Survey 1.0	187	
Community Survey 2.0	36	
Facebook Ad 12/16/20		915
Instagram Ad 12/31/20		20,641
Facebook Ad 1/8/21		5,752
Website		1,700
<b>TOTAL</b>	<b>506</b>	<b>30,256</b>

### Project Goals:

Engage 1% of entire corridor (22,000) = **220 participants.**

Views from 100% of entire corridor = **22,000 impressions.**

This chart reflects how the project's community outreach goals were achieved throughout the planning process. The 1% (220 person) Active Participant goal was exceeded, with a total of 506 participants. In addition, the 100% individual impression (22,000 person) goal was also exceeded, with a total of 30,256 impressions.



## **OVERVIEW OF COMMITTEES**

*Creating layers of expertise to consider opportunities across multiple focus groups*

Two primary committees served in leadership roles for this project. Their presence throughout the process provided leadership and direction.

### **Stakeholder Committee**

The Buckeye Road Refresh TLCI Stakeholder Committee consists of stakeholders within the Buckeye community (community leaders, institutions, residents, merchants, etc.) whose voices should be guiding this work based on their day-to-day experiences. Several members of this committee also served on the Steering Committee, dedicating a significant amount of time to this process. The project team has appreciated this committee's honest feedback and creative approaches to meeting the needs of the neighborhood.

### **Steering Committee**

The Buckeye Road Refresh TLCI Steering Committee consists of leaders within and outside of the community who serve an advisory role - reviewing processes and recommendations and bringing resources and technical assistance to set up the project for implementation. This group has provided thoughtful guidance and leadership in identifying ways to help address community priorities. The project team appreciates their dedication.



## STAKEHOLDER COMMITTEE

- **Clarence Hall**, Morning Star Baptist Church
- **Ryan Ryzner**, Benedictine High School
- **Marcie Helfgott**, Cleveland Clinic Children's Hospital for Rehabilitation
- **Adam Lubkin**, Shops at Buckeye
- **Edward Wrobel**, Orbans
- **Reginald Jolly**, Images XL Barber Shop, The Grind Coffee Shop
- **Stevaun Davis**, Huntington Bank
- **Tony & Bharti Kansara**, One Stop Liquors
- **Sanders Henderson**, Nikki's Music, Barber Shop, T-Mobile
- **Michelle Walsh**, Providence House
- **Natalie Leek**, Providence House
- **Judy & Robert Willard**, The Meeting Place Learning Church
- **Van Glenn Neal**, E. 122 Block Club
- **Gwen Graffenreed**, E. 122 Block Club
- **Earl McNary**, Earl's Xclusive Cuts
- **Letha Richards**, Uniek Creations
- **Chloe Hopson**, Passport Project
- **Brandon Chrostowski**, Edwin's
- **Tania Menesse**, Cleveland Neighborhood Progress
- **Linda Warren**, Cleveland Neighborhood Progress
- **Bonita Henderson**, Harvey Rice
- **Robert Render**, Precinct Committeeman 6T, 128th Street Block Club, 130 Working Group
- **Sam Abdun**, Sunoco
- **Earl Ingram**, Boys & Girls Club
- **Toni Johnson**, Resident, Buckeye HEAL
- **Lester Holmes**, Alpha Phi Alpha
- **Samantha Coleman**, MetroHealth
- **Vanessa Whiting**, AES Management, Popeye's
- **Alex Bashiti**, #1 Beauty Supply
- **George Evans**, Mr. Evan's Quick Pick
- **Susan Sevcik**
- **Zachary McCleary**, Key Bank
- **Ernest Fields**, Calvary Hill COGIC
- **Eugene Pov**
- **Zulma Zabala**, East End Neighborhood House
- **Brother Peter**, Benedictine
- **Gwen Chapman**, Resident
- **David Smelts**, The Crispy Chick
- **Senayt Fekadu**
- **Ian Cox**, Holy Grove Church
- **Amiya Hutson**, Rice Library
- **Marina Marquez**, Rice Library
- **Brandon Kutz**, Cleveland Police 4th District
- **Dawn Arrington**, loby
- **Rachel Groce**, East End Neighborhood House
- **Ali Boyd**, Resident
- **Perry Williams**

## STEERING COMMITTEE

- **Freddy Collier**, Director, Cleveland City Planning Commission
- **Marka Fields**, Cleveland City Planning Commission
- **Maurice Ruelens**, Cleveland City Planning Commission
- **Calley Mersmann**, Cleveland City Planning Commission
- **Richard Switalski**, Engineering and Construction
- **Angela Sanchez**, Engineering and Construction
- **Thomas Boyer**, Engineering and Construction
- **Rob Mavec**, Public Works
- **Briana Butler**, Economic Development
- **Grace Gallucci**, Exec. Director, NOACA
- **Dr. Ali Makarachi**, NOACA
- **Andrew Stahlke**, NOACA
- **Councilman Kenneth Johnson**, Ward 4 City Council
- **Councilman Blaine Griffin**, Ward 6 City Council
- **Andrew Sargeant**, Cleveland Neighborhood Progress
- **Tim Tramble**, St. Luke's Foundation
- **Peter Whitt**, St. Luke's Foundation
- **Kristen Summers**, St. Luke's Foundation
- **Indigo Bishop**, St. Luke's Foundation
- **Joy Johnson**, Burten, Bell, Carr Development, Inc.
- **Dawn Mayes**, Burten, Bell, Carr Development, Inc.
- **Bianca Butts**, Burten, Bell, Carr Development, Inc.
- **Tiffany Graham Charkosky**, LAND Studio
- **David Wilson**, LAND Studio
- **Monique Williams Kelly**, The Engagement Group
- **Maribeth Feke**, Greater Cleveland Regional Transit Authority
- **Kimalon Dixon**, The Cleveland Foundation
- **Dorothy Baunach**, Digital C



## COMMUNITY VOICE

*Authentic neighborhood engagement - led by Julian Khan*

### **Framework: Storytelling as Counter Narrative**

My initial belief that “Community engagement is the fundamental element of a successful planning project” rang true in profound ways in my experiences throughout this process. My community engagement process illuminated its dynamism as I connected with neighbors. By building relationships across lines of difference, I gained a greater understanding of barriers, challenges and overwhelming frustrations that threaten the short and long term sustainability of such an engagement process.

### **Notable Results**

- **We repeat what we don’t repair.** While canvassing, I recognized that I was circumventing the digital divide to invite people of Buckeye to an all-virtual process. Future engagement must consider low-tech engagement options. In many instances, the most outspoken people I met were the most distrustful of the process. How do we bring them (and not just their voices) to future rooms?

### **Method: Storytelling as Counter Narrative**

Whether it was digital (equity/literacy), distrust

in process (ie. my “deepest” and most engaging convos were in barbershops/beauty salons. All of those convos were centered around a history of unmet needs from previous CDC, councilperson, etc.), or prioritization/scheduling (there are a lot of hard working folks in the neighborhood, many with existing frustrations. In my foot-canvassing/one-on-one’s, I met neighbor after neighbor frustrated utility issues, housing issues/insecurity, etc.. In general, there’s difficulty to prioritize not only this project, but all future projects in the neighborhood.

### **Implications For Future Research**

None of my engagement would have been possible without infringing on personal relationships, building a knowledge base around this effort, and/or leveraging my lived experience in this neighborhood. Moving forward, this work must be properly communicated by residents to residents for maximum support, impact and transformation. In each of my experiences during this process, I found that once people were ‘properly’ informed on this project, the conversation/perspective quickly pivoted to, “what needs to be prioritized next.” as “Buckeye Road Refresh” felt long

overdue. To many residents/stakeholders, this project is 'so' overdue that they are certain that this work isn't for them (current Buckeye residents/stakeholders), as much as it is intended for future Buckeye residents/stakeholders. Communication is imperative to the success of initiatives such as Buckeye Road Refresh.

In addition to being resident centered and community driven, these larger, looming questions must be heard and addressed in all future efforts in Greater Buckeye.

**SHARE YOUR VOICE!**

**BUCKEYE ROAD REFRESH**

**PUBLIC MEETING**  
**March 25, 2021**  
**6:00pm**

Join your neighbors for the final online public event to beautify Buckeye Road.

RSVP Online at:  
**BuckeyeRoadRefresh.com**

RSVP by phone at: **(216) 664-3465**

**Buckeye Neighborhood update:**

- + Buckeye Road Refresh is a transportation planning project for Buckeye Road between Woodhill Road and South Moreland Boulevard.
- + Construction for Buckeye Road resurfacing is anticipated to occur in 2022, which will follow the completion of the Buckeye Road Refresh planning project.
- + Buckeye is included in Mayor Jackson's Neighborhood Transformation Initiative, which is focused on improving economic conditions.

Learn more at:  
**BuckeyeRoadRefresh.com**

The City of Cleveland Planning Department was awarded a Transportation for Livable Communities Initiative grant for Buckeye Road Refresh from Northeast Ohio Areawide Coordinating Agency (NOACA).

**a greater buckeye Road Refresh**

**VIRTUAL PUBLIC MEETING**  
**January 16, 2021**  
**6:00pm**

Join your neighbors for an online event to share your ideas for Buckeye Road. RSVP today!

**TAKE OUR SURVEY**  
 What are your concerns or hopes for Buckeye Road? Take our survey to enter a raffle for gift cards and prizes!

**AGreaterBuckeye.com/RoadRefresh**



## COMMUNITY INPUT

*Comments and quotes received from community members*

### Safety

- “Greater police presence on bikes, walking the neighborhood.”
- “Cameras along the corridor with signage”
- “Add lighting and increase on-the-ground security”
- “Cameras should be everywhere”
- “Pedestrian access is not always safe.”
- “I live near the area but don't have much reason to walk through it, however, general it seems unsafe to me.”
- “You can add all the amenities you like, but if I don't feel safe, I won't use them.”
- “People speeding down Buckeye for no apparent reason. Traffic laws need to be enforced more”
- “It has potential to become a vibrant and safe and environment again.”
- “It is not attractive /safe enough to encourage people to come to Buckeye Road.”
- “Crime levels (note: this will not improve with the presence of more police. It will improve with more services and investment in the neighborhood)”

### Street

- “Repave entire road. It is a disgraceful mess full of potholes.”
- “Road condition awful (potholes) for biking, plus people drive crazy”
- “Clean streets and sidewalks. It's a garbage dump!”
- “Road conditions are poor and the traffic lights are confusing”
- “Slower auto traffic in summer”
- “Underground utilities (especially power lines)”
- “Streetscape project like Larchmere had done”
- “A paved street like Kinsman, with bike lanes and on street parking will better unify the neighborhood.”

### Transit

- “[Need] accessible public transit”
- “[Need] accessible bus stops”
- “Revitalized spaces with trees, lighting and bus shelters”

## Sidewalks (and Parklets)

- “Repave the entire stretch along with sidewalks and add crosswalks”
- “Cleaner sidewalks, garbage cans to prevent littering”
- “Pedestrian access is not always safe.”
- “Clean streets and sidewalks. It’s a garbage dump!”
- “Wider sidewalks”
- “Revitalized spaces with trees, lighting and bus shelters”
- “Pedestrian access along road is tough to navigate, not enough street crossings, benches, gathering spaces.”
- “Better sidewalks with trees and benches”
- “A parklet could use up some of the free space on Buckeye Road. A parklet could show the people on Buckeye Road that the street is friendly and not so violent.”
- “Build a sense of community; create safety with more folks willing to be outside and enjoy the parklet, as well as the beautification it brings to where we live.”
- “[Parklets] should be designed in a way that reflects the culture of Buckeye.”

## Parking

- “Eliminate street parking in front of liquor store on E 116th. It’s the MAJOR factor for a lot of the congestion in the area.”
- “City experience, if they make it suburban there is no reason to stay. But don’t take away our street parking.”
- “[Need] better parking”
- “Keep parking on the street”
- “On street parking, but not too much.”

## Neighborhood Identity

- “Beautiful buildings and friendly residents”
- “High traffic area, up and coming revitalization”
- “Beautiful community here”
- “The garbage is a disgrace; people throw trash everywhere”
- “The overall appearance of Buckeye Road is filthy, dirty and it looks dark and dingy.”
- “The buildings are all close to the street, so it feels like city, not suburbs. I like the city feel.”
- “It has potential to become a vibrant and safe and environment again.”
- “Its history hints the potential it has to be revitalized for the future. There is a lot of character in the area and that still stands.”
- “It is not attractive /safe enough to encourage people to come to Buckeye Rd.”
- “Looks abandoned; boarded up buildings, loitering, crime and unclean streets”
- “Figure out Buckeye’s relationship to shaker Sq. and/or make a strategic plan happen that connects Buckeye to everywhere else”
- “Good bones. A number of buildings remain on the road that could create a vibrant retail/dining/entertainment corridor, proximity to Shaker Square, connection to the future Opportunity Corridor.”
- “Public art will allow the neighborhood to reveal its identity to all”
- “This really needs to happen for this area. The area is just as good of a location as Larchmere. Which I frequent often.”

## Bike Facilities

- “Street inhospitable to bikes”
- “Better safe links to other routes, east to Shaker, north to Shaker Square, Fairhill Rd. and University Circle”
- “Road condition awful (potholes) for biking, plus people drive crazy”
- “Create walkable/bikeable corridor”
- “Figure out Buckeye’s relationship to shaker Sq. and/or make a strategic plan happen that connects Buckeye to everywhere else”

## Development (building reuse, etc.)

- “Empty buildings can be filled with smart decisions”
- “The architecture still seems intact but not quite used to its best advantage”
- “Zoning Restrictions impeded business expansion and development”
- “Renew the facial look of all the commercial buildings on Buckeye”
- “Remove abandoned buildings”
- “Lack of development that keeps the neighborhood affordable and inclusive/ accessible to current residents”
- “Small business revitalization of the storefronts.”
- “Ongoing and sustained housing and building code enforcement initiatives.”
- “Could landscaped, green spaces be developed on lots that are now hosting unused, abandoned properties?”





# COMMUNITY SURVEY 1.0: NEIGHBORHOOD PRIORITIES

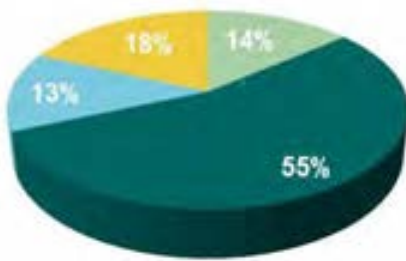
Understanding community perspectives before planning & design launch

## Community Survey 1.0

187 surveys taken



### Respondent Affiliations



- I own a business / property on or near Buckeye Road
- I live on or near Buckeye Road
- I work at a business on or near Buckeye Road
- I do not live or work along Buckeye, but use it for my daily commute

## CRIME & SAFETY

This is one of the most mentioned areas of concern and improvement for the Buckeye Road corridor from the survey respondents.

## PEDESTRIAN EXPERIENCE

The overall conditions and user experience of the streetscape need improvement, ex. lighting, enhanced sidewalks, seating and green spaces.

## BUSINESS & RETAIL

There is a strong desire for more commercial activity, businesses and food options along the corridor and throughout the neighborhood.

## ROAD CONDITIONS

The road is in poor shape with potholes, unsightly conditions and an overall lack of maintenance. It is also conducive to speeding traffic.

## CARS & TRAFFIC

Cars are the main mode of transportation along the corridor. There are concerns about speeding motorists, safety and traffic.

## BUILDING REHABS

Respondents love the corridor's historic buildings, but want them to be renovated - simultaneously beautifying and activating the street.

Two community surveys were undertaken as a part of this planning and design process to provide opportunities to communicate priorities, and concerns. We received higher participation than anticipated, which speaks to the importance of this work to the community.

**Respondents: 187**

- 14% Own a business or property on/near Buckeye
- 55% Live on/near Buckeye
- 13% Work at a business on/near Buckeye
- 18% Do not live or work along Buckeye, but use it for daily commute

**Best thing about Buckeye Road**

- Character and scale of buildings
- Proximities
- The local residents and merchants
- Constant activity

**Concerns**

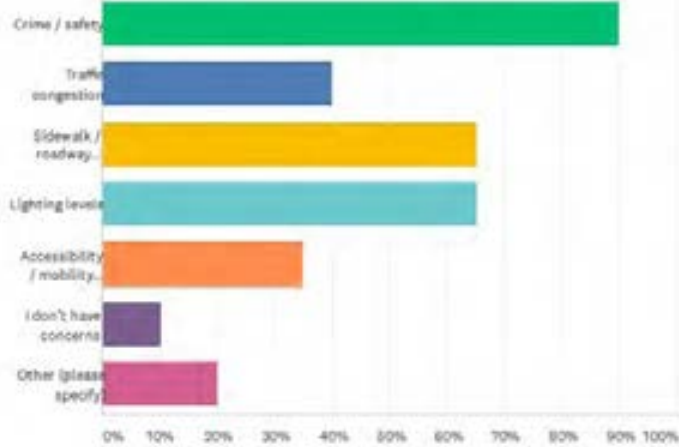
- Crime / safety
- Sidewalk / roadway conditions
- Lighting levels
- Lack of development; vacant buildings
- Negative appearance and perceptions
- Gentrification as improvements and redevelopment occur

71% of resident respondents did not feel the Buckeye Road Corridor is a comfortable place to walk. 48% do not feel comfortable crossing the street.

**Q7 Do you have any concerns about the neighborhood? (check all that apply)**

Answered: 20 Skipped: 118

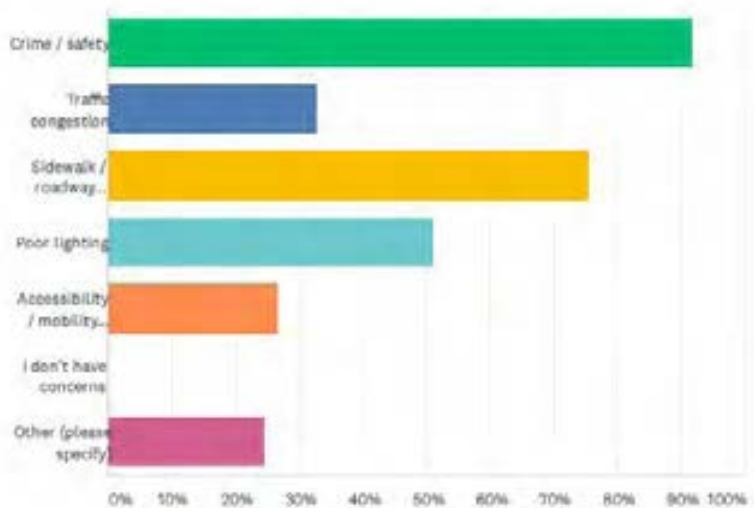
**BUSINESS OWNERS**



**Q30 What concerns do you have about the neighborhood today?**

Answered: 49 Skipped: 89

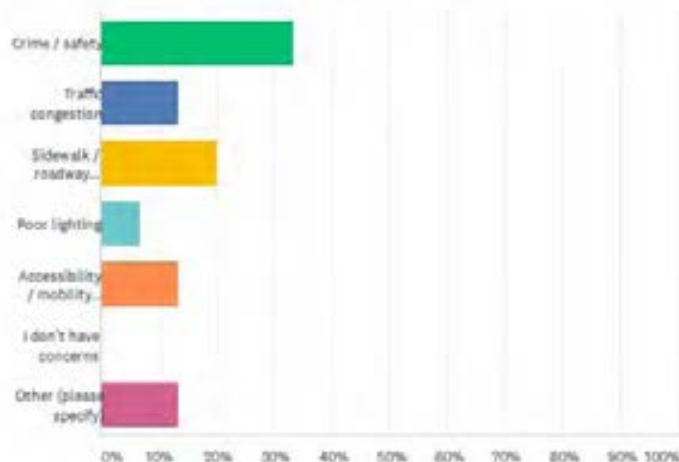
**RESIDENTS**



**Q40 Do you have any concerns about the neighborhood? (Check all that apply)**

Answered: 15 Skipped: 123

**EMPLOYEES**







# COMMUNITY SURVEY 2.0: DESIGN PRIORITIES

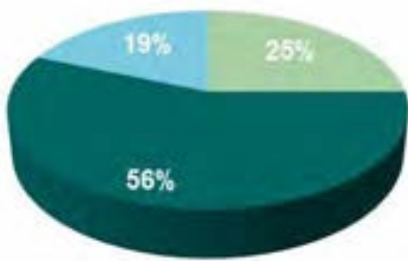
Understanding community design preferences and desires

## Community Survey 2.0



18 surveys taken

### Respondent Affiliations



- I own a business / property on or near Buckeye Road
- I live on or near Buckeye Road
- I work at a business on or near Buckeye Road
- I do not live or work along Buckeye, but use it for my daily commute

## PARKING

On-street parking is important, especially east of MLK Drive. More off-street parking (particularly near E 123rd St intersection) is desired.

## PARKLETS

75% agree that parklets would be helpful to add extra space and bring people together; concerns include upkeep and safety.

## LANDSCAPING

41% state that a plan for improved landscaping (street trees where feasible and planters) is "extremely important."

## SAFETY

Creating safer, more visible crosswalks is "extremely important" (72%), as is improving and adding more lighting (56%).

*"Build sense of community; create safety with more folks willing to be outside and enjoy the parklet, as well as the beautification it brings to where we live." - Community Comment*

The second community survey focused on questions tailored toward design concepts and streetscape elements.

- 19% Work at a business on/near Buckeye
- 0% Do not live or work along Buckeye, but use it for daily commute

priorities for personal safety. 71% of respondents feel the addition of street trees and landscaping is extremely or very important.

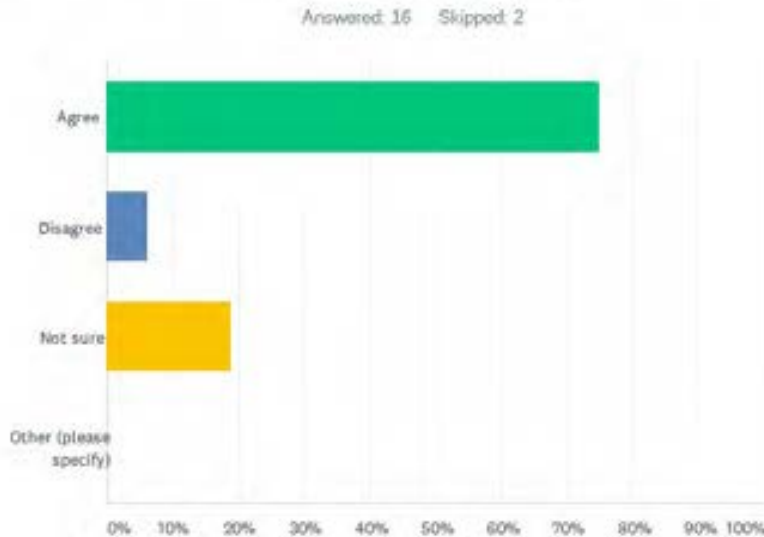
**Respondents: 18**

- 25% Own a business or property on/near Buckeye
- 56% Live on/near Buckeye

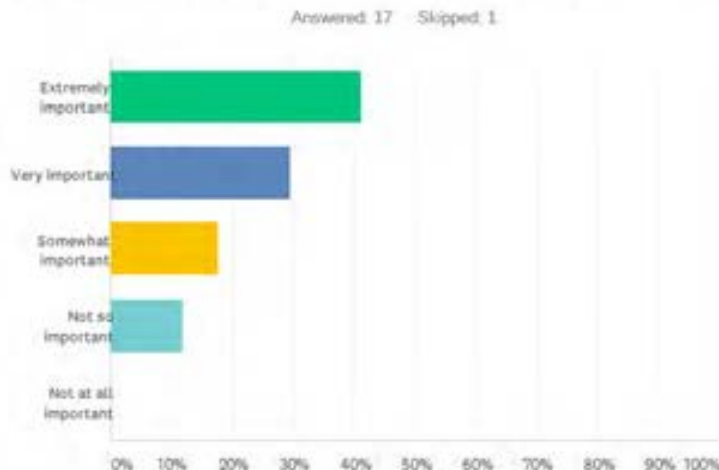
72% of respondents cite the creation of safer, more visible crosswalks as extremely important. Security cameras, the reactivation of abandoned buildings and improved lighting are the top

75% of respondents support the use of parklets to provide extra sidewalk space in some locations.

**Q7 Parklets are elements that can add seating and other amenities along a street by repurposing an on-street parking space. Would this be helpful to add extra space along Buckeye's narrow sidewalks in some spots?**



**Q4 The Buckeye Corridor currently has zero street trees. Street trees and landscaping can play an important role in how an area is perceived, in improving property values and in positively impacting public health. How important is a plan for improved landscaping along the length of the street? This would include new street trees where feasible and planters.**





## **YOUTH LISTENING SESSIONS:**

*Intentional focus on youth voices that have traditionally been excluded from community processes*

The community engagement process aimed to include voices from all community members. One key voice often excluded from planning processes is neighborhood youth. On March 2nd, the Buckeye Road Refresh design team organized a virtual focus group with students from Benedictine High School. A facilitated presentation and conversation revealed several key insights from a local teenager's perspective.

A main takeaway from the focus group is the significant overlap between the students' concerns about safety and the feedback gathered from other Buckeye stakeholders. The close alignment between different age groups reinforces the primacy of personal and traffic safety for the community. Students shared their concerns for both personal safety (crime) and mobility safety (traffic). In terms of personal safety, the students shared their preference to walk on main streets (Buckeye Road and E. 116th) over side streets. Side streets are perceived as more dangerous and a greater risk for "being snatched." In particular, the students avoid the neighborhood at night—even the main streets. The students also shared their perception that Buckeye Road feels "chaotic."

When asked to elaborate, they described the confusion created by unmarked road lanes and lack of visible crosswalks. Students recognized the danger of unexpected car maneuvers for both drivers and pedestrians.

Regarding recommendations, students want to see a range of improvements. They want to see more lighting along the Buckeye Road corridor to enhance safety, particularly along street segments without active storefronts. Secondly, the students shared a preference for more clarity between pedestrian and automobile zones—perhaps through curb bumpouts and more noticeable crosswalks. Lastly, the idea to introduce parklets along the corridor was well received by the students. Their primary destinations along Buckeye Road are barber shops, which may serve as ideal social nodes to locate public parklets.

One of the engagement actions for Buckeye Road Refresh involved video recording interviews with students and staff from the Boys & Girls Club at St. Luke's Pointe. The Boys & Girls Club is about a five minute walk from Buckeye Road. Interviewees included current

students and the Club's Director, Earl Ingram. Their comments included key challenges and desired changes to make Buckeye Road more visually appealing, attractive to visit, and safe.

During drives along Buckeye Road and nearby side streets, the students observed significant changes in character from one block to the next. One of the top priorities for the students was the need to clean litter from the sidewalks. The presence of trash on the streets was perceived as a sign that additional littering and neglect of sidewalk conditions was acceptable. Visible litter normalizes behavior for others to throw trash on the ground and leads to further disregard for the public realm. Students recommended investment in additional trash cans along the corridor. They suggested more waste receptacles should be located in common areas, such as parks and locations near benches.

One student stated, "We should all try our best to keep our neighborhood clean and just try to be a community, because we're all going through hard times because of COVID-19. We should all try our best to be a community."



Another priority articulated by the students was the need to activate abandoned buildings. Specifically, the students identified vacant storefronts as a concern. One student proposed adaptive reuse of some buildings for homeless shelters or affordable housing in the neighborhood. Active storefronts would feel more inviting and provide safe places to enter, if they felt unsafe.

The Director of the Boys & Girls Club, Earl Ingram, stated that he doesn't feel particularly unsafe traveling in the neighborhood. In part, this is because most of his trips are conducted by car. He usually drives a personal vehicle or the Boys & Girls Club van with children during field trips. But he does have safety concerns while walking along Buckeye Road. For example, the intersection of Buckeye Road and E. 116th street has a high traffic volume combined with numerous curb cuts where cars enter and exit. This creates uncomfortable conditions for pedestrians where they have to "keep their heads on a swivel." The potential conflicts between people and cars, as well as other people, can create high stress experiences. \

In terms of safety, students felt additional traffic cameras could help reduce undesired car movements and personal crime. They believe the presence of additional surveillance could discourage speeding, driving through crosswalks, and running red lights. This investment could also discourage potential assaults or other personal crime. A perception of increased monitoring could add a level of safety that encourages more walking in the area.

The preferred mode of transportation along Buckeye Road for all interviewees was driving in a car. The second preferred means of travel was riding a bike. Vehicles are perceived to be the most convenient and efficient option. Bikes are fun, but come with a higher degree of concern for personal safety. In order to increase interest in riding bikes, taking a scooter or walking, the physical environment would need to change. From the interviewees perspective, many of the sidewalks need to be improved and made "smoother." They stated that when the sidewalks are repaired and new green spaces are built, their desire to choose alternatives to car travel will increase.

Earl Ingram and the students also discussed positive local examples they found appealing. One example was the Van Aken District near Mitchell's ice cream shop. The presence of well-maintained street furniture, plantings, and a rock climbing wall made them feel welcome. They also mentioned programming in this space, including outdoor yoga and concerts, as activities they would like to see along Buckeye Road. One student said, "I like when I come to Van Aken. There's a greater amount of people and I kind of feel surrounded, like a community. And I like that." Essentially, they feel like Buckeye is a wonderful community with talented people here and want to see Buckeye Road receive the investment it deserves.



## **PERSONAS:**

*Creating voices to continuously guide and relate the process to residents' various perspectives*

One important tool used during the community engagement process was a personas framework. A persona is simply a user archetype whose goals and behavior patterns are well understood. By designing for the archetype, project recommendations can satisfy the broader group of people represented by it. In collaboration with the Steering Committee, the design team created seven personas. Each persona represents a different community member who uses Buckeye Road.

The personas range in age from 15 year old "Maya" to 72 year old "Steven." In addition to different racial and demographic groups, the personas also reflect different mobility preferences, neighborhood aspirations, and physical needs. The personas served as a

multifaceted lens through which to look at the corridor's existing conditions and evaluate design recommendations. The engagement plan and research was also guided by these hypothesized personas. For example, "Shanice" is a Woodland Hills resident who wants stress-free bike routes to visit surrounding neighborhoods. This realistic persona provides specific attributes and desires to evaluate the proposed bicycle improvements along Buckeye Road. The needs of single-mother "Imani" for convenience and safety while waiting for the bus prompted ideas for improved station designs. Similar prompts and reminders were influenced through the personas framework. Additional examples of personal narratives from the perspectives of the seven personas are included within the report.





**Shanice, 58**  
**Black Female**

- Woodland Hills resident
- Undergraduate Degree
- Frequent cyclist
- + Visits other neighborhoods often
- + Wants stress-free bike routes



**Maya, 15**  
**Black Female**

- Woodland Hills resident
- High school student
- Uses a wheelchair
- + Enjoys visiting her friends
- + Concerned about ADA access



**D'Vonte, 34**  
**Black Male**

- Buckeye resident
- Master's Degree
- Walks, bikes, and drives
- + Interested in starting a business
- + Wants to see more local investment



**Reggie, 60**  
**Black Male**

- Shaker Heights resident
- Professional Degree
- Commutes by car
- + Struggling business owner
- + Concerned about construction



**Imani, 25**  
**Black Female**

- Woodland Hills resident
- No high school degree
- Frequent bus rider
- + 3 year old son
- + Worried about her child's safety



**Steven, 72**  
**White Male**

- Buckeye resident
- No high school degree
- Walks daily
- + Diagnosed with dementia
- + Wants to age in place



**Deja, 46**  
**Black Female**

- Buckeye resident
- Bachelor's Degree
- Active jogger
- + Nature lover
- + Wants better connections to parks



## **DIGITAL PRESENCE**

*Creating an online platform to communicate with residents that is fully accessible, promoting flexibility for people to participate in the planning process*

Due to COVID-19 safety guidelines, public meetings for the Buckeye Road Refresh project were held online. Using the Zoom platform, the online meetings consistently included over 60 participants on each interactive session. Engagement team member and local resident Julian Khan also served a critical role by connecting with community members on the street. He dedicated hours to walking the neighborhood handing out printed cards and talking to residents. Combining effective online and in-person engagement, accessibility was a foundational value of the public participation strategy.

the website. Following public meetings, the presentation materials and video recordings from the Zoom sessions were uploaded in a timely fashion for easy public access. A contact page also provided a clear channel for stakeholders to reach the project team with questions or comments. Although the project only lasted 6 months, nearly 800 unique users visited the website. The website content was accessed by over 1,600 page views, serving as a key component of the broader engagement strategy.

The early stage of the engagement process included the launch of an informational project website. Through [BuckeyeRoadRefresh.com](http://BuckeyeRoadRefresh.com), the public was given access to frequently updated information on the project. The website provided background data on the project's purpose, a map of the target area, engagement activities calendar, Steering Committee members, and Frequently Asked Questions (FAQ). Announcements for upcoming meetings and online surveys were posted at the top of



# BUCKEYE ROAD REFRESH

**Take the new 7-minute survey! Just answer a few quick questions.**

[TAKE SURVEY →](#)

# BUCKEYE ROAD REFRESH

**Past & Upcoming Events.**



## **COMMUNITY EVENTS**

*Dynamically connecting residents with the process, in real words and real-time*

Infrastructure projects and related meetings can be intimidating. The information is often very technical in nature. This team sought to remove perceived and real barriers to participation through the multi-faceted approach described on the previous pages, as well as the creation of a welcoming and friendly atmosphere for participants. It was also recognized that during the pandemic there was an increased desire for social connection. To support the community, the team made space in each get-together for conversation and information sharing. We recognize that we are asking participants to give up valuable personal time to be a part of this process, and our goal was to make every connection point a reflection of our appreciation.

To improve comfort in meetings with large numbers of people in attendance, the team created smaller spaces for more focused discussion. We are extremely grateful for the honest dialogue and ideas that arose from these conversations.

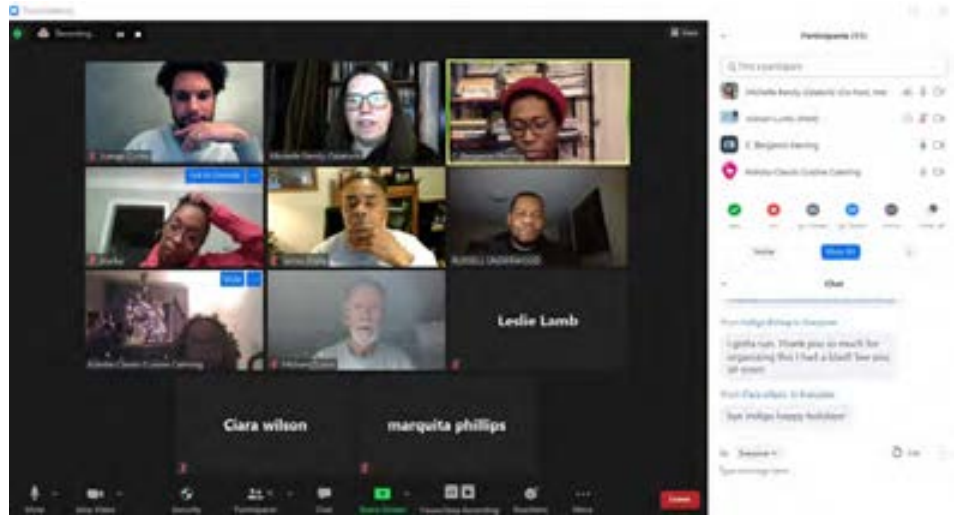


### Community Event #1: Buckeye Road Trivia Night

December 17, 2020

Participants: 12

Opportunity to introduce the project within a fun and interactive neighborhood trivia competition.



### Community Event #2: Project Introduction & Listening Session

January 14, 2021

Participants: 78

First meeting with the community to share project goals and hear priorities.



### Community Event #3: Early Concept Review and Feedback

February 11, 2021

Participants: 74

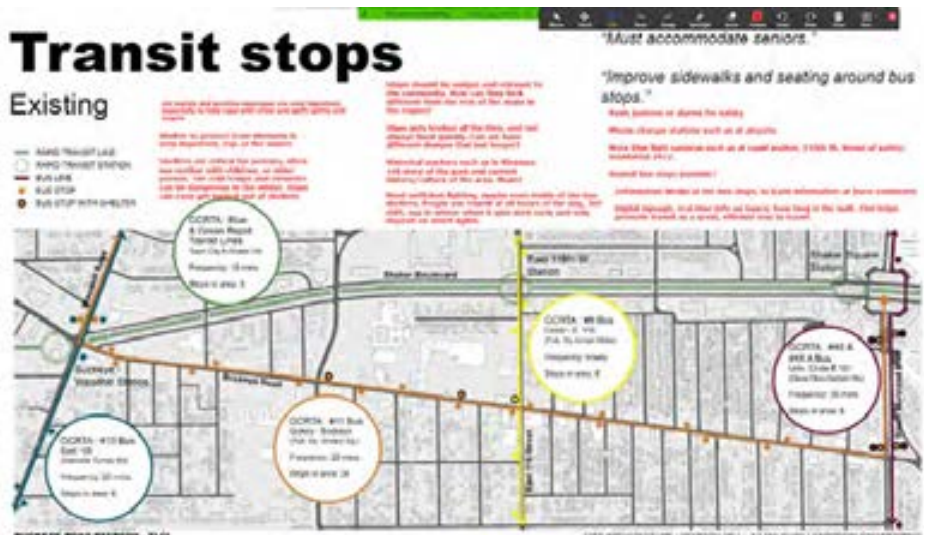
Second meeting with the community to review and discuss concepts that responded to priorities from Community Meeting 1.

### Community Event #4: Final Concept Review and Feedback

March 25, 2021

Participants: 56

Third meeting with the community to review final design concepts, gather feedback, and celebrate the accomplishments of the community through the process.





## IN-PERSON

*Connecting with people along the corridor through responsible interactions while practicing physical distancing  
- led by Julian Khan*

In-person engagement was tailored for different groups, for instance, faith-based engagement honored First Sunday gatherings, and I worked with McDonald's, Rally's and Wendy's management to distribute flyers in their (respective) drive-thru's. I also made routine flyer drop-offs to high-traffic locations like gas stations, dollar stores, etc. and worked with non-traditional social media partners like, "Cleveland Ohio Remembrance Page" to ensure the information reached the general public along with the spectrum of Buckeye stakeholders.

### **Notable Results**

- **SID (Special Improvement District) or Bust!** As I canvassed, I noticed how some areas/businesses' were clean and others

weren't (ie. Popeye's vs. Family Dollar).

In addition to addressing cleanliness, the creation of a special improvement district could creatively support trending safety and security efforts in the neighborhood, and enhance the vibrancy of this 'Arts & Culture' District.

- **How does 'Old Buckeye' avoid being 'New Blight'?** While the streetscape improvements and new investments are welcomed, existing stakeholders like, "Mr. Evans Quick Pick" will need support in keeping up with the neighboring growth and expansion. Residents also carry similar concerns as many nurse 120+ year old housing stock.

### Approach: Differentiated, Intersectional

With the aforementioned barriers in mind, I couldn't rely on one approach. For barbershops and salons, talking "Buckeye Road Refresh" turned into mini action-clinics, centered around building understanding around this process and civic duties.

Childcare providers, for instance, were approached differently with one-on-ones with ownership/staff and flyers going to parents/ caretakers picking up children.

Surveys were sent to the parents of Intergenerational School, Harvey Rice Elementary, Sunbeam, and Benedictine HS students, as well as the staff at Cleveland Clinic (Lerner School of Autism) Campus.

### Targeted in-person outreach included:

- #1 Beauty Supply & Linen
- 10303 Buckeye Rd Church (Name?)
- Access Tax Services
- Ambitions Barbershop
- Apartments of East 130
- Benedictine HS
- Best Nails
- Beyond Flawz
- Blessed Hope MBC
- Bloom Brothers
- Boost Mobile
- Bright Eyes Child Care Center II
- Cajun Joe's
- Calvary Apostolic Assembly
- Character Academy
- Chillie's
- China Dragon
- Christians Valley Baptist Church
- Church of The Living God
- City Blue
- Classic Clippers
- Clean House Inc.
- Cleveland Arts & Social Sciences Academy
- Cleveland Clinic Children's Hospital for Rehabilitation
- Cleveland Public Library
- Cricket
- Cuzyn's Carryout
- Dave's Supermarket
- Diallo's
- Discount Center
- Dollar General
- Dollar Tree
- Earl's Xclusive Cuts
- East End Neighborhood House
- Edwin's
- Evans Quick Pick
- Faith Works Community Church
- Family Dollar
- Foundations of Learning Child
- Enrichment
- FUNdamentals
- Gene's
- God's House of Prayer
- Grace Fundamental Baptist Church
- Harvey Rice Elementary School
- Holy Grove Baptist Church
- Huntington Bank
- Images XL
- Intergenerational School
- Kappa House
- Key Bank
- La Ronde Apartments
- Lee's Beauty Supply
- Little Ceasars
- Long House
- Marathon Gas
- McDonald's
- Metro PCS
- Metrohealth
- Miceli Dairy Products
- Morning Star Baptist Church
- Mr. Hero
- Muncheez
- New Life Gospel Center
- Nikki's
- Nikki's Barbershop
- One Stop Liquors
- Orban's
- Passport Project
- Phase III
- Popeye's
- Prestige Petro
- Preterm
- Rainbow
- Rally's
- Rent-a-Center
- Residential streets/homes of Buckeye (E. 117th - E. 130th)
- RTA Transit Stops (E. 93rd, E. 116th & Shaker Square)
- Security Lock Service
- Simon's
- Spincycle Laundromat
- St. Mark's
- Sunbeam Elementary School
- Sunoco (89th)
- Sunoco Gas (130th)
- Sunoco Gas Station (116th)
- Temi African Braiding & Boutique
- Temple of The Living God
- The Grind Coffee Shop
- The Kingdom Connection
- Top Notch Barbershop/Salon
- Total Package Barbershop
- Uniek Kreations
- DTLR/Villa
- Wanton-Horne Chapel of Peace
- Wendy's
- With These Hands









UNDERSTAND

3

LEARNING FROM THE COMMUNITY



## **UNDERSTAND**

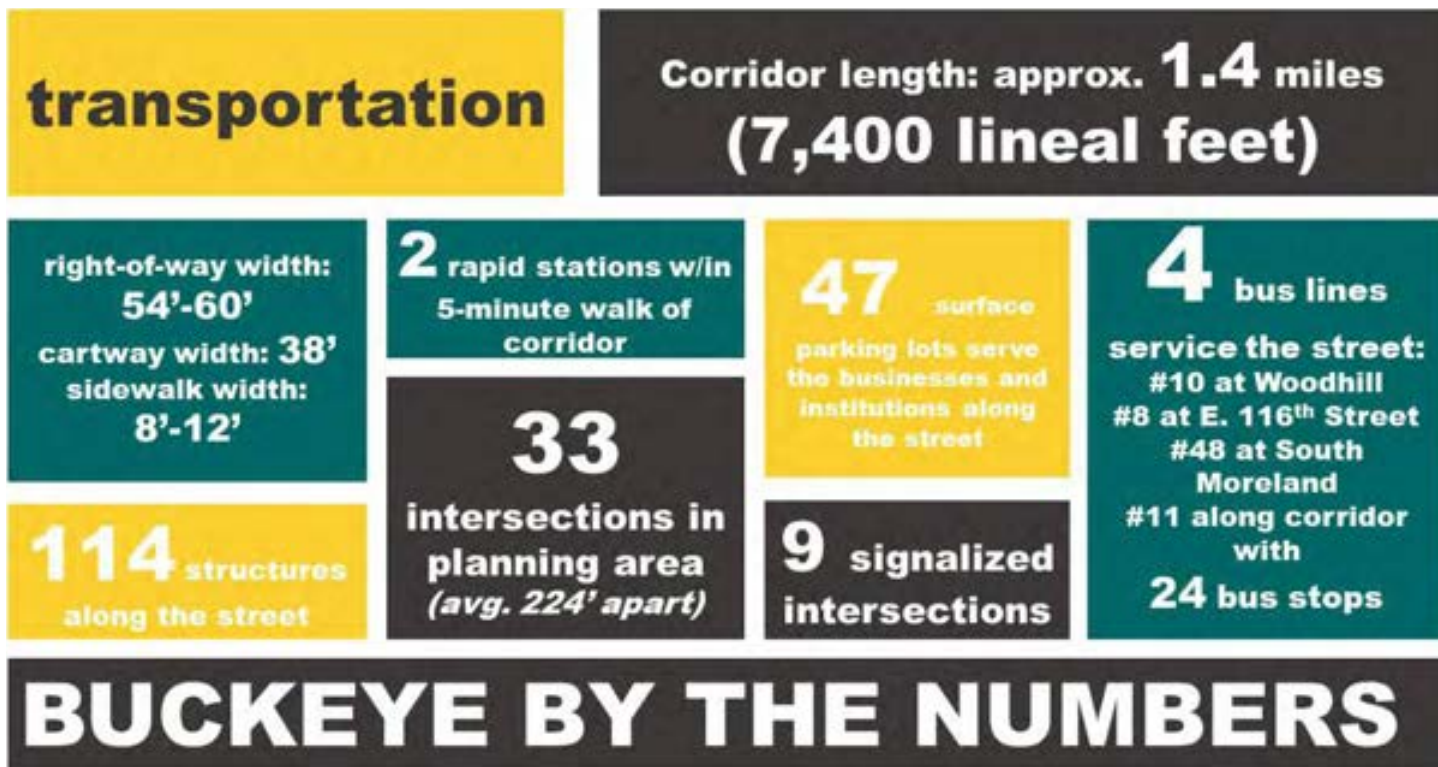
*Understanding the corridor through a foundation of characteristics and details*

The Buckeye Road Refresh team sought an in-depth understanding of the physical and social characteristics of the corridor and the neighborhood the guide this work.

A quantitative analysis helps to provide an understanding of the systems and data that help to define the day-to-day operations of the study area.

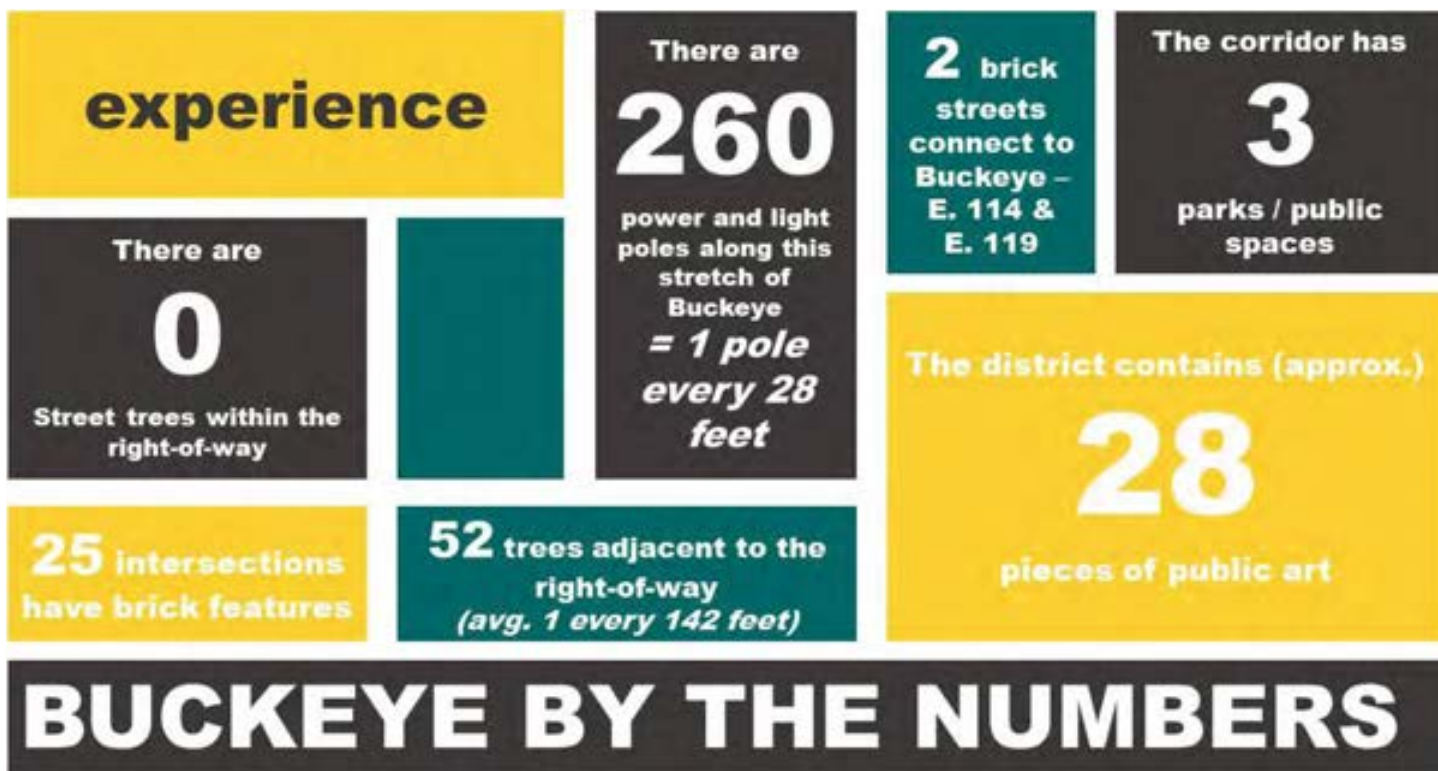
A qualitative analysis provides a deeper understanding of the details that impact the quality of the spaces along the corridor.

The following section provides detailed documentation and analysis of these conditions through analysis maps, in-person observation and consideration of community feedback.



### Key Takeaways

1) Corridor is well-served by public transit; 2) This is a very narrow right-of-way and street; 3) Short blocks and offset intersections (not aligned to the north and south of Buckeye)



### Key Takeaways

1) The corridor in the study area has zero street trees, impacting appearance and property value; 2) Excessive utility poles create visual clutter in the district; 3) Public art sets this area apart and should continue to be encouraged





## PREVIOUS PLANNING

*Learning from previous planning efforts to learn how to coordinate and improve processes*

The Buckeye Neighborhood has been the subject of many planning studies and initiatives over the years aimed at addressing challenges and supporting positive change. Long-time residents have understandably become frustrated at the concepts of non-neighborhood planners who have ‘parachuted in’ to ask questions, create a big vision and then disappear, having raised neighborhood hopes without a clear plan for implementation. Much has been asked of Buckeye’s stakeholders to provide input and guidance with each of these efforts.

The Buckeye Road Refresh team is respectful of what has gone into the development of these plans and honors the time of resident experts who helped to shape them. Care was taken to review these materials and pull the ideas forward into this process that best addressed current challenges.

It should also be noted that time was spent with a series of plans that are currently influencing neighborhood reinvestment in an effort to provide greater alignment and best use of

resources. The Thrive 105 & 93 Plan, The Mayor’s Neighborhood Transformation Initiative, the Elevate the East Arts Plan and the Woodhill Choice Neighborhood Transformation Plan overlap with the Buckeye Road Refresh project area in a way that will bring multiple resources to the neighborhood in a more comprehensive approach. These previous planning initiatives are important to help set the framework for future transportation and neighborhood improvements, such as along Buckeye Road.

Work undertaken as a result of these plans addresses new affordable and mixed-income housing, transit-oriented development, expanded neighborhood services, new public spaces and amenities, engaging public art, business support services, neighborhood wi-fi and white box space for local entrepreneurs.






The best and most applicable ideas from these projects have helped to guide this work, in an effort to create multiple paths for implementation and support a community that has put in more than its share of time to envision positive change.

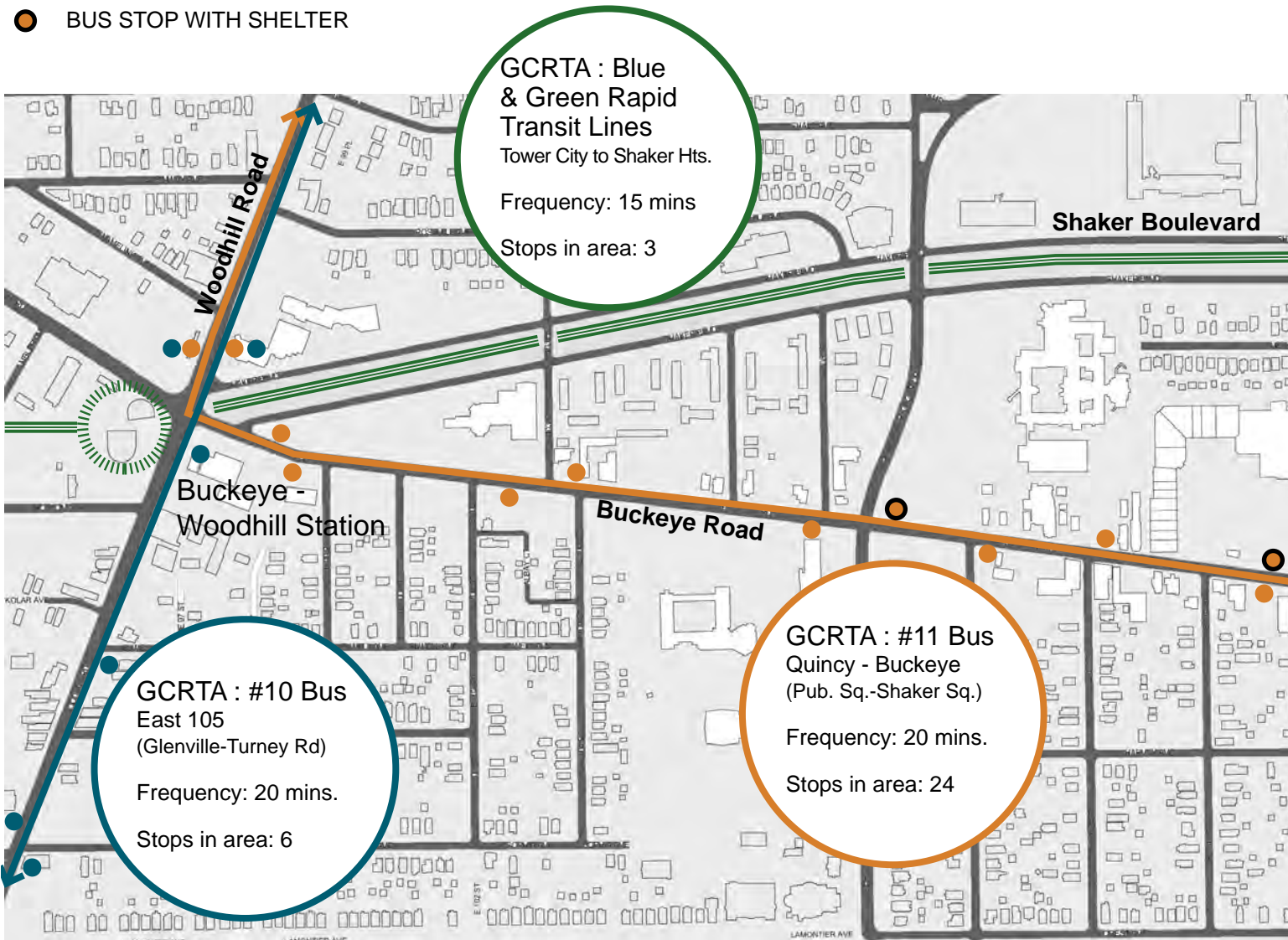




# ANALYSIS: TRANSIT

*Understanding how people access public transportation*

-  RAPID TRANSIT LINE
-  RAPID TRANSIT STATION
-  BUS LINE
-  BUS STOP
-  BUS STOP WITH SHELTER

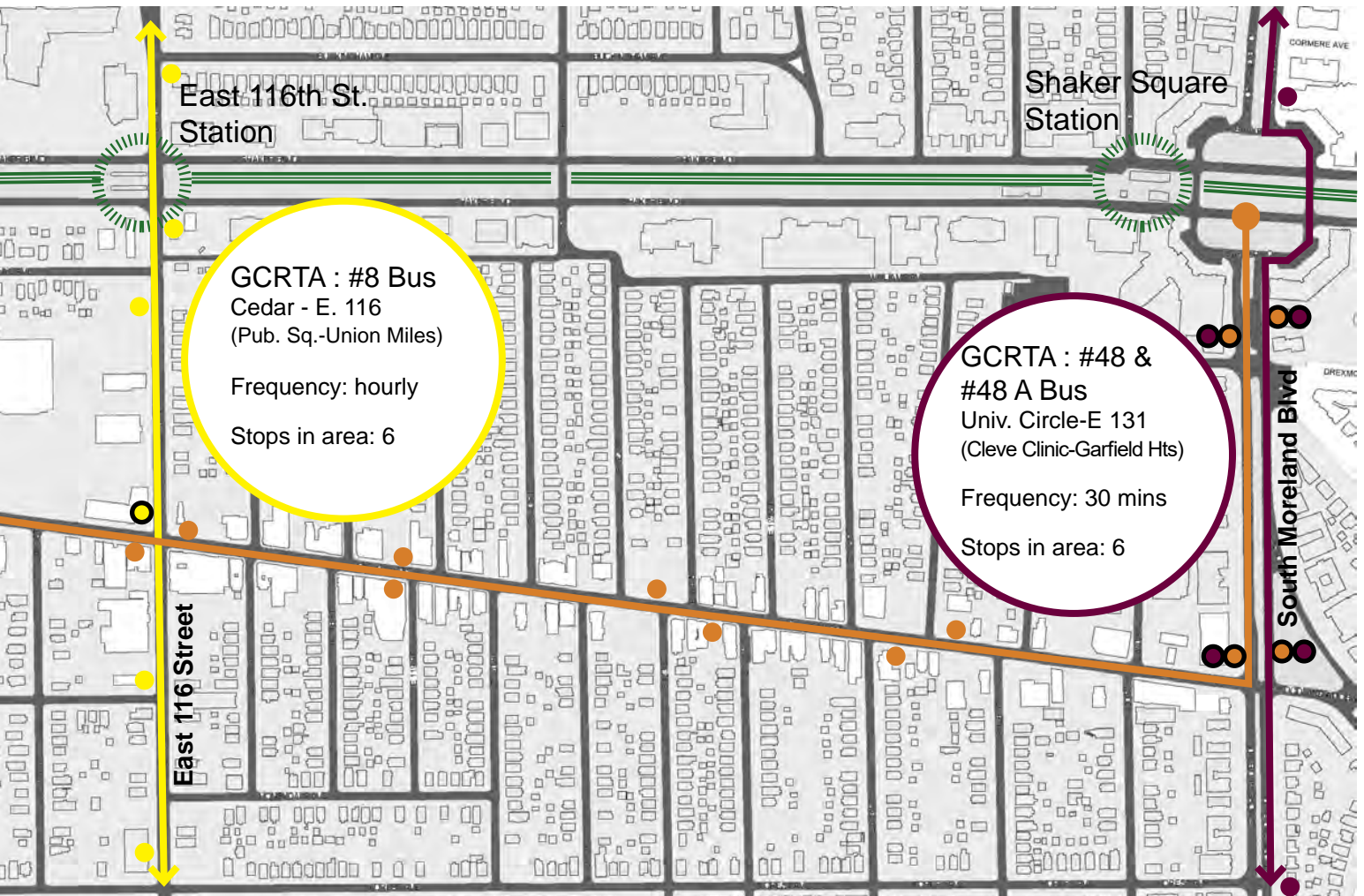




The district is well-served by public transportation, including 4 bus lines and 2 rapid transit lines that access downtown locations and job centers to the north, south and east. The corridor sees significant transit ridership, in particular, the #11 Bus. On this bus line, 11% of its westbound boarding occurs in the district. Therefore, the support of transit-focused investment and enhancements is critical to continue to serve the many people who use it along Buckeye Road.

Attention needs to be given to providing safe access to these public transportation facilities as bus stops are also areas that experience elevated levels of violent crime. Likewise, the paths to these access points must be accessible, with supportive details such as good lighting, benches, quality pavement and clear signage. More than 30% of residents and visitors to this area do not have access to a private car, so all







elements of this public transportation network must function well to best serve this population.

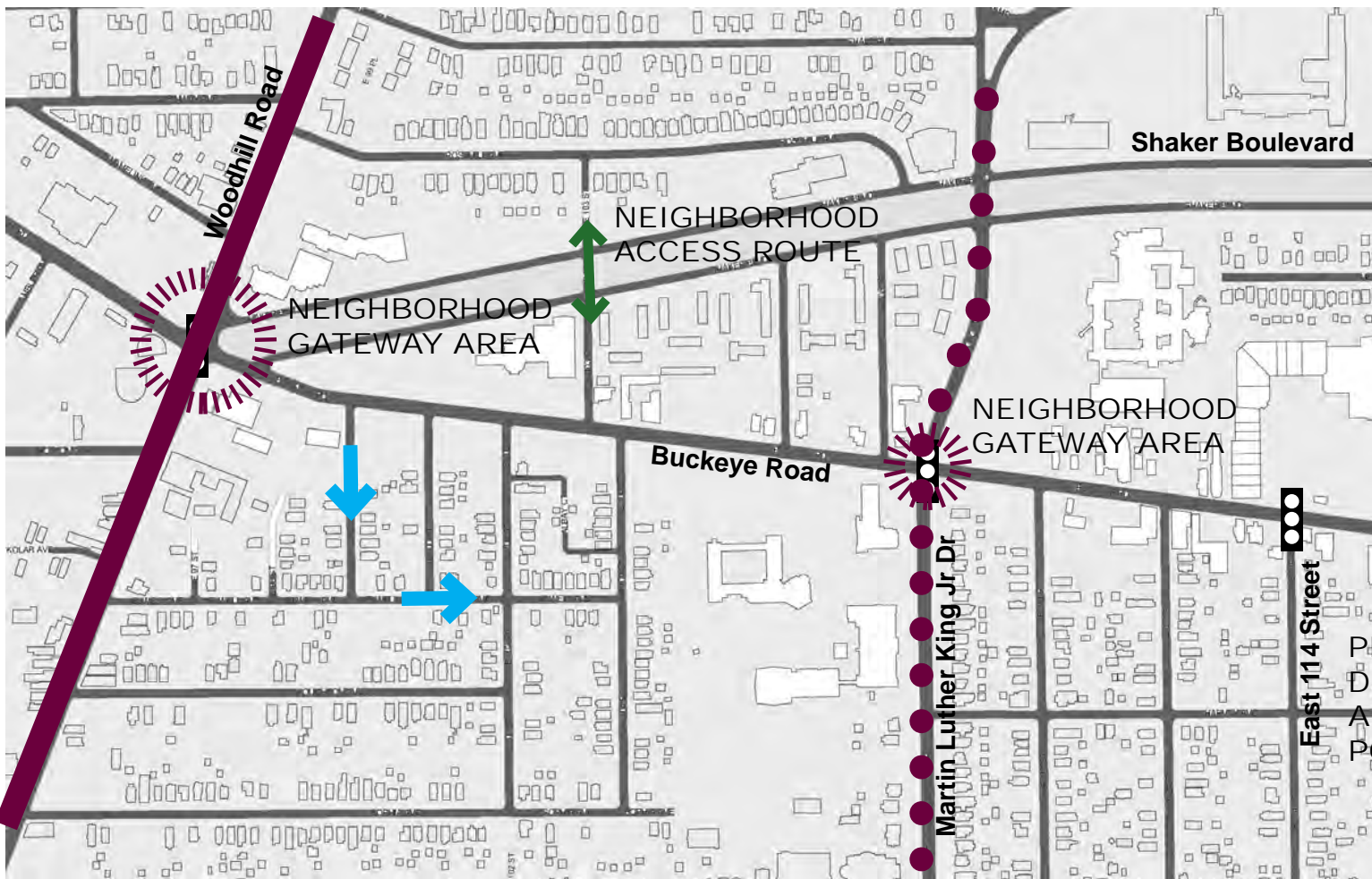




# ANALYSIS: ACCESS & MOVEMENT

Mapping patterns to understand circulation routes

-  PRIMARY NORTH/SOUTH CONNECTOR
-  SECONDARY NORTH/SOUTH CONNECTOR
-  NEIGHBORHOOD GATEWAY AREA
-  ONE WAY STREET
-  NEIGHBORHOOD ACCESS ROUTE
-  SIGNALIZED INTERSECTION





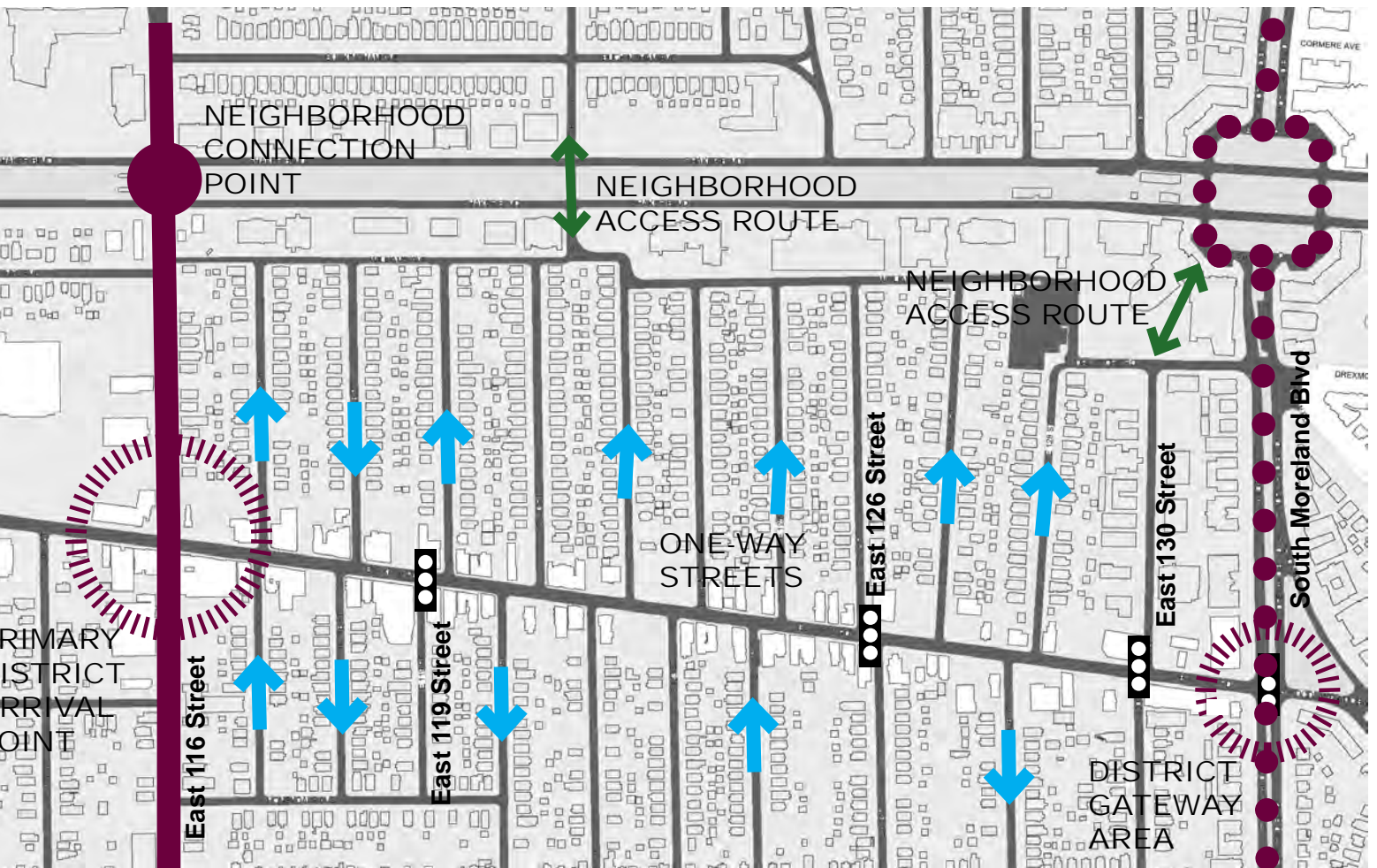
Neighborhood access and arrival points help to identify where focus is needed for infrastructure improvements. These points begin to identify and organize patterns of movement through the district.

represents a transition point between the more modern commercial and institutional spaces to the west and the historic commercial character to the east.

The intersection of East 116th Street and Buckeye Road is the key node for accessing the district from both the north and south.

Gateway areas must include details and experiences that are engaging and that connect users to the neighborhood beyond.

This arrival point is critical for communicating the character and quality of the district. It also





# ANALYSIS: TRAFFIC

*Improving both transportation and personal safety along the street.*

## Traffic Data

Traffic was evaluated along the corridor from the Shaker/Woodhill intersection to South Moreland. The operation of four key intersections was analyzed for Level of Service (LOS) using Synchro traffic modeling software. The following four streets are the main thoroughfares that bisect the corridor:

1. Woodhill/Shaker
2. MLK Jr. Drive
3. East 116th Street
4. South Moreland Boulevard

Traffic counts were not taken due to the ongoing COVID-19 pandemic, which has resulted in artificially low traffic volume during the study period. As a result, NOACA provided 2020 AM and PM peak period estimated volume movements, using a conversion factor of 2.1 for the AM and 2.8 for the PM for Peak Hour Volumes (vph).

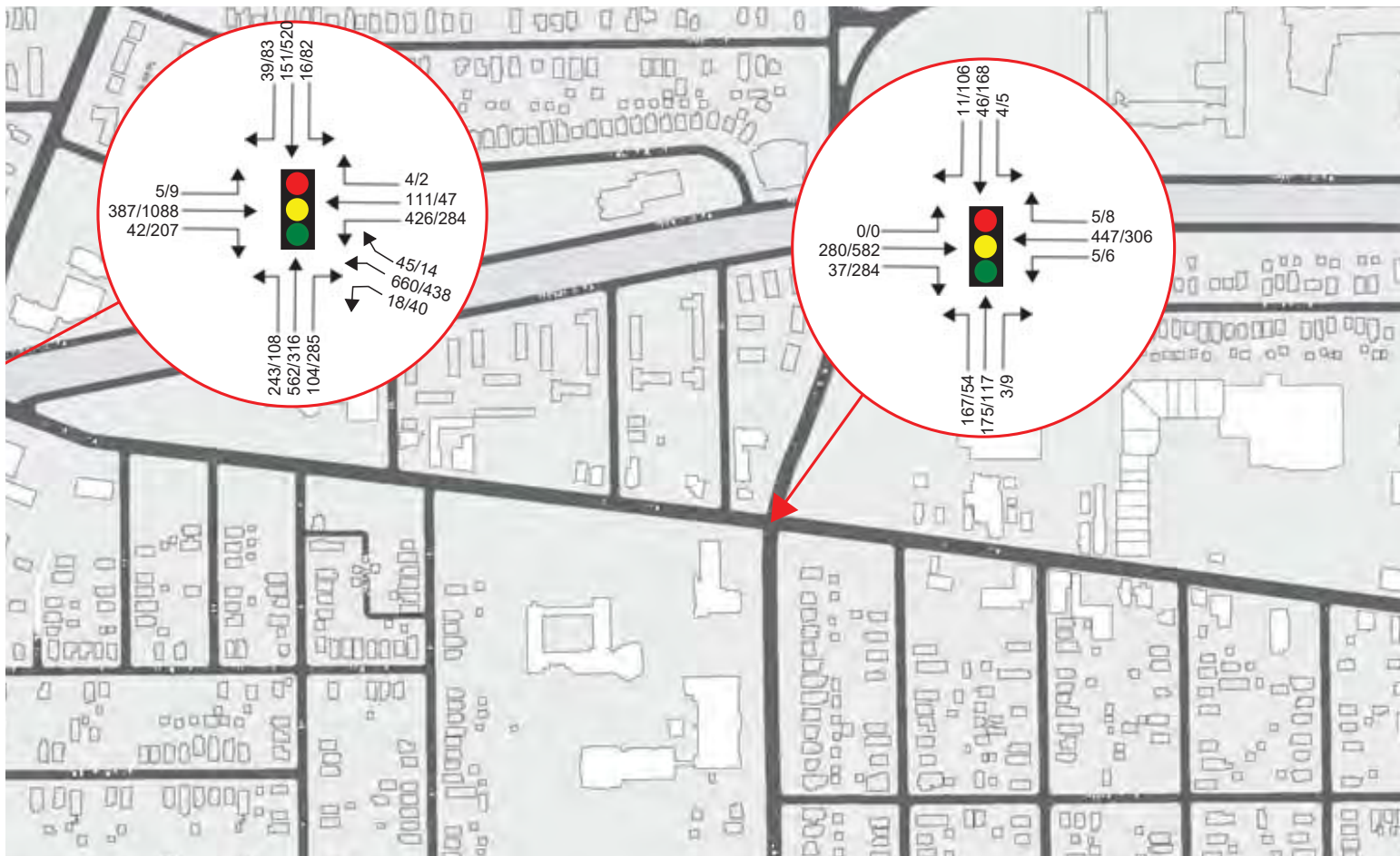
Figure 1 (below) provides the Peak Hour Volume and their movements at each intersection in 2020.

Data was entered into Synchro traffic modeling software. The model was developed per the guidance of ODOT's Synchro template settings using the following:

- Flow Rate=1900
- Cycle Lengths=60 s.-160s.
- Offset=begin of yellow; min initial=7sec.

In addition, the following assumptions were made as part of the model:

- Woodhill Road southbound volumes, as provided, appear to include the





Shaker Boulevard westbound volumes.

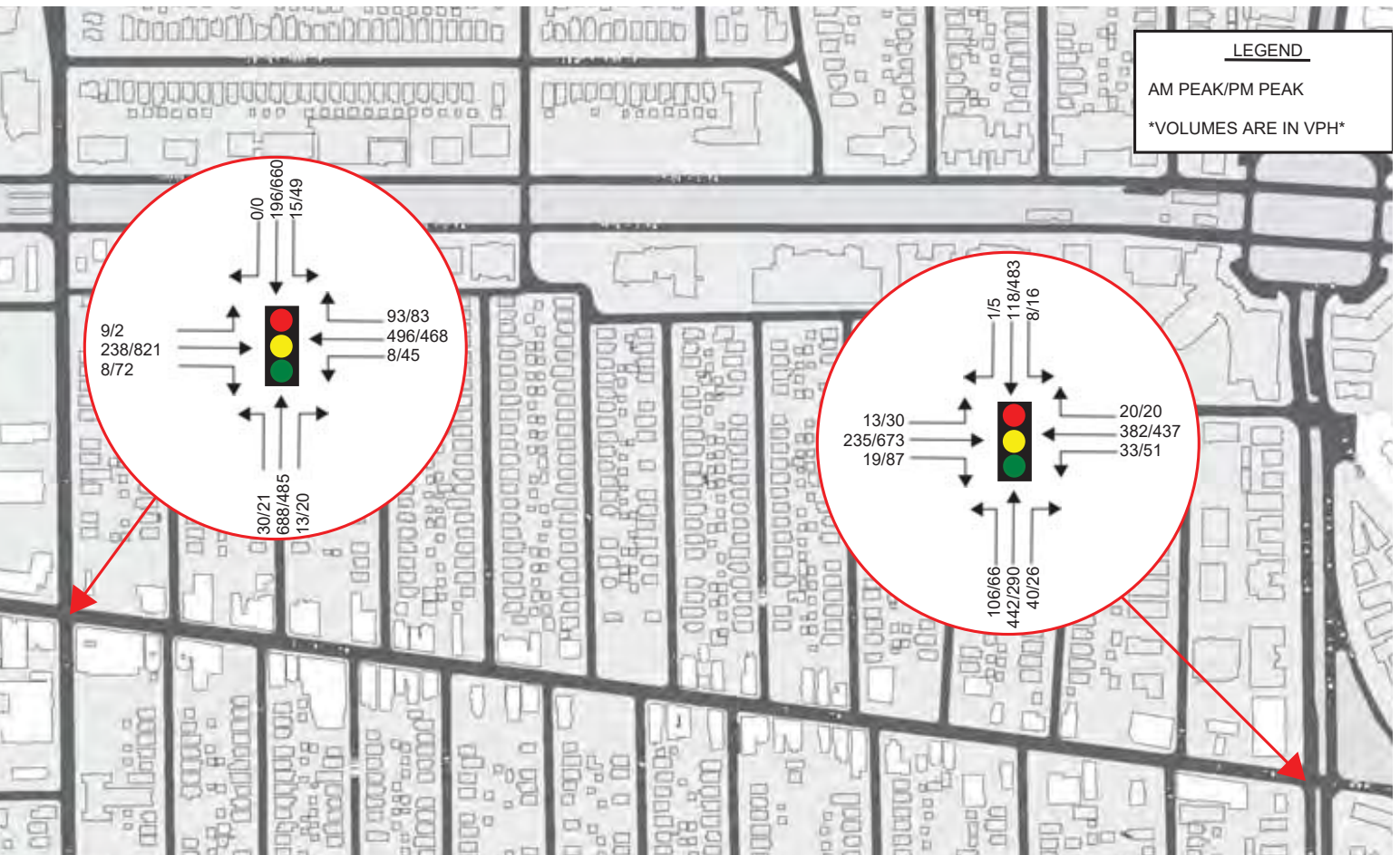
To provide a separate signal phase for Shaker Blvd., Shaker Blvd. westbound volumes were deducted from Woodhill southbound volumes and movements distributed in proportion with Woodhill southbound movements. Assumed the Shaker westbound to Buckeye eastbound movement should equal 0. Assumed Buckeye westbound to Shaker eastbound movement would remain prohibited.

- Existing signals supports will not be replaced or relocated. Intersection edges will not be reconstructed.
- Pedestrian crossings will remain at existing locations and distances. As such, clearance

intervals will remain consistent throughout each period and scenarios.

- No detection equipment observed or proposed. Signals analyzed as pre-timed with optimized offsets, not actuated-coordinated.
- Assumed the recently constructed Buckeye-Woodhill-Shaker intersection will maintain lane configuration in Build scenario except for Buckeye WB Left will have a dedicated lane instead of a shared Left-Through lane.
- Assumed side road approaches will also maintain lane configuration in Build scenario.
- All existing "No Turn on Red" prohibitions will remain in the proposed scenario.

- Existing lane widths on Buckeye Road is 9.5 feet and was rounded to 10 feet for the analysis. Proposed condition to have 12-foot-wide lanes.
- Assumed no bike lanes or parking conflicts at intersections.
- Bus conflicts are based on current route/schedule and bus stop locations and will remain in the proposed scenario.







# ANALYSIS: TRAFFIC (CONTINUED)

*Improving both transportation and personal safety along the street.*

## Lane Configuration Analysis

Once the model was developed, an analysis was performed to review the impact a road diet would have on intersection operations. To understand how a roadway and intersections operate, traffic engineers provide a qualitative measure called Level of Service (LOS). This provides a grade to the roadway performance, from A to F, based on the average delay that a vehicle experiences at a signalized intersection.

The chart on the next page represents the range of delay that each LOS represents, with a narrative from the Highway Capacity Manual and AASHTO Geometric Design of Highways and Streets ("Green Book") describing each LOS traffic condition.

The following two roadway configurations were analyzed:

1. "No Build" (current condition) – Two lanes each direction
2. "Build" (proposed condition) – One lane each direction with a dedicated left-turn lane

In addition, the configurations and capacity of the northbound and southbound lanes at each intersection remained the same.

## Lane Configuration Results

The results of the analysis indicate that the LOS drops as a result of removing a lane of traffic from each direction at two of the four

intersections. This chart (right) provides the results of the LOS for the No Build and Build conditions.

LOS	Description	Delay (sec)
A	Unimpeded traffic flows at the posted speed in which driving conditions for the motorist is at ease and may lead to excessive speeds in the corridor. In addition, roadways at this level may indicate excess capacity for the road. LOS A often occur on low volume road or overnight when traffic is light.	≤ 10
B	Similar to Level A in which traffic flows at a comfortable level, however the average vehicle spacing is reduced between vehicles by 11 car lengths.	10-20
C	Traffic flow is stable and moves at the posted speed however, vehicles are closer together about 11 car lengths and any accidents/incidents will cause traffic to back up as a result. This oftentimes is a target on the high end for urban roadway systems.	20-35
D	Traffic begins to become unstable but is still operating efficiently as spacing between vehicles is reduced to 8 car lengths. A roadway operating at Level D often see the speed at which vehicles move reduce and the ability to change lanes more of a challenge. In addition, accidents/incidents create delays along the corridor. Similar to Level C this is the target for urban roadway design especially during peak hours as this LOS provides a cost-effective roadway for Cities.	35-55
E	Traffic flow is unstable and is operating at or near capacity and the spacing between vehicles is reduced to 6 car lengths. Vehicles tend to travel below the posted speed limit and any maneuvers or accidents/incidents create traffic backup. This LOS is not ideal, however can be acceptable given current right of way constraints or if the goal is to calm traffic through a corridor.	55-80
F	Congested Traffic in which traffic delays are expected as a result of the capacity of the roadway being exceeded.	> 80

Existing AM Peak					Existing PM Peak			
Intersection	Approach	LOS	Delay (sec)	Intersection LOS / Delay (sec)	Approach	LOS	Delay (sec)	Intersection LOS / Delay (sec)
Buckeye (EB/WB) Woodhill (N/S) Shaker (W)	Eastbound	D	39.2	F / 143.9	Eastbound	F	139.0	F / 136.5
	Westbound	F	406.0		Westbound	F	434.1	
	Northbound	F	140.5		Northbound	F	95.8	
	Southbound	D	52.3		Southbound	E	78.4	
	Shaker	D	41.1		Shaker		67.7	
Buckeye (EB/WB) MLK JR. (N/S)	Eastbound	A	8.3	B / 10.0	Eastbound	B	17.4	B / 17.0
	Westbound	A	2.6		Westbound	A	1.2	
	Northbound	B	19.5		Northbound	C	23.5	
	Southbound	C	21.0		Southbound	C	29.8	
Buckeye (EB/WB) E 116th (N/S)	Eastbound	C	24.5	C / 29.0	Eastbound	C	29.4	D / 35.6
	Westbound	C	29.3		Westbound	C	28.5	
	Northbound	C	34.7		Northbound	C	30.3	
	Southbound	B	13.8		Southbound	D	53.5	
Buckeye (EB/WB) S Moreland Jr. (N/S)	Eastbound	C	28.4	C / 25.7	Eastbound	C	31.1	C / 32.2
	Westbound	C	22.7		Westbound	C	22.3	
	Northbound	C	27.2		Northbound	C	33.1	
	Southbound	C	22.8		Southbound	D	43.4	
Proposed One Lane Each Direction AM Peak					Proposed One Lane Each Direction PM Peak			
Intersection	Approach	LOS	Delay (sec)	Intersection LOS / Delay (sec)	Approach	LOS	Delay (sec)	Intersection LOS / Delay (sec)
Buckeye (EB/WB) Woodhill (N/S) Shaker (W)	Eastbound	E	58.4	F / 120.4	Eastbound	F	551.9	F / 257.6
	Westbound	F	308.5		Westbound	F	112.4	
	Northbound	F	109.4		Northbound	F	93.6	
	Southbound	F	49.0		Southbound	E	79.1	
	Shaker	D	51.0		Shaker	E	59.6	
Buckeye (EB/WB) MLK JR. (N/S)	Eastbound	B	16.4	B / 19.4	Eastbound	C	32.4	D / 40.7
	Westbound	C	12.0		Westbound	C	33.9	
	Northbound	C	20.4		Northbound	D	51.3	
	Southbound	B	17.2		Southbound	E	67.6	
Buckeye (EB/WB) E 116th (N/S)	Eastbound	C	25.7	D / 50.6	Eastbound	F	81.2	E / 70.1
	Westbound	D	54.6		Westbound	D	39.6	
	Northbound	E	64.7		Northbound	E	55.5	
	Southbound	C	20.7		Southbound	F	92.6	
Buckeye (EB/WB) S Moreland Jr. (N/S)	Eastbound	B	18.4	C / 21.6	Eastbound	D	43.2	C / 33.5
	Westbound	C	26.2		Westbound	C	23.4	
	Northbound	C	20.6		Northbound	C	26.7	
	Southbound	B	17.5		Southbound	C	33.5	



## ANALYSIS: TRAFFIC (CONTINUED)

*Improving both transportation and personal safety along the street.*

### Lane Configuration Results (Continued)

As seen on the previous page's chart, some of the intersection delays are very high (for example, a 551 seconds per vehicle delay at the proposed PM Eastbound Buckeye Road / Woodhill Road/ Shaker Boulevard intersection). This can best be explained by the way the analysis was conducted, which was solely for the four intersections along Buckeye Road, and did not include a larger network model.

While excessive delays will certainly influence road users to re-direct to other streets, this should be reflected in the input volumes. The analysis was based upon the volumes and factors as provided. Based on this, it is not appropriate to reduce input volumes to produce a more reasonable delay and is counter to the analysis of peak-hour delays.

The Buckeye Road / Woodhill Road / Shaker Boulevard intersections results also call for further discussion. As a 5-leg intersection, it requires a longer cycle time to accommodate an additional phase. During this phase, other phases are not being serviced. This produces higher delays. Reducing Buckeye Road from two through-lanes to one through-lane, while maintaining the same volumes and distribution, is increasing delay but not at unacceptable

levels. However, at this intersection, high delay times are present under all scenarios; existing and proposed. We suggest that it may be more appropriate to consider the results based on relative change in LOS & Delay between scenarios.

Additionally, the LOS results for East 116th Street are of particular importance since its intersection with Buckeye Road is a key component of this TLCI study's scope. This intersection has an proposed LOS of E, but this is not cause for concern. Using ODOT policy as guidance (ODOT's OATS Manual), the operational goal for an intersection is LOS D or greater. However, individual approach LOS E is acceptable. The delay and LOS, here, is driven by high volume to capacity (v/c) ratios for several movements. As previously, drivers will ultimately divert to alternate routes. Accordingly, traffic volumes are continuously changing from this driver behavior.

The analysis results are acceptable in all scenarios except one, but it is important to consider that the analysis is based upon modeled volumes that may not completely describe true conditions. Given that all of the other modeled scenarios result in an acceptable LOS and that there is expected variation in driver

behavior, the East 116th Street intersection is likely to operate at an acceptable LOS.

As also discovered in the lane configuration results, the northbound and southbound through-lanes along East 116th Street perform poorly in the proposed configuration even though the lane configuration of East 116th Street is not changing. As part of the analysis, the optimized cycle length is substantially longer in the proposed condition with the additional time being allocated to Buckeye. Approaches to East 116th Street experience a longer wait time (caused by an increase in vehicle queue volume) but not an increased phase time, which helps explain these results.

This entire lane configuration analysis was conducted maintaining many existing conditions and constraints to make an even comparison of reducing Buckeye Road to one through-lane in each direction. Further evaluation of the corridor could consider including the additional existing signalized intersections along the corridor, evaluating protected versus permitted left turn phases, relocating bus stops to far-side locations, and installing detection and coordination equipment.



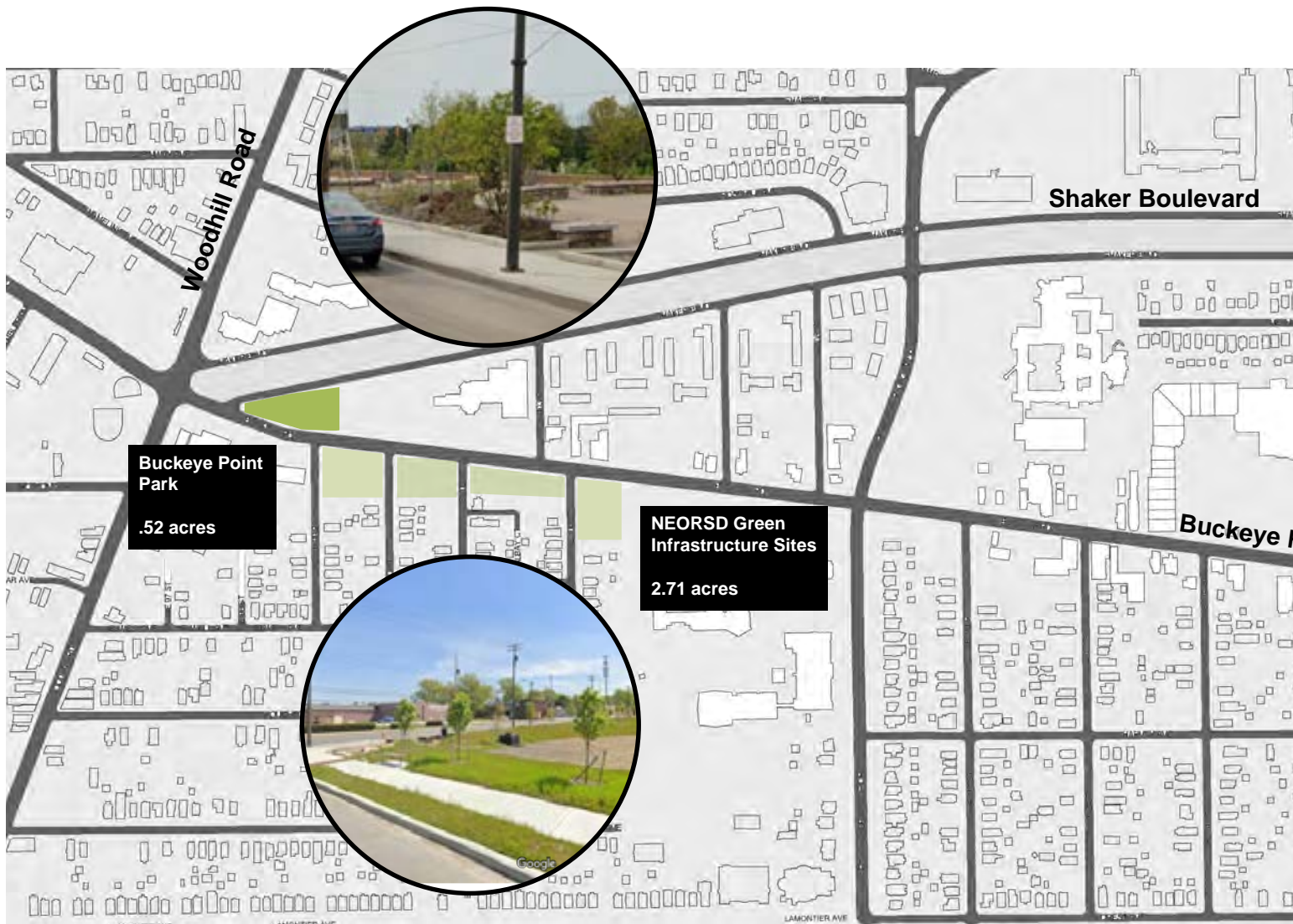






## **ANALYSIS: PUBLIC SPACES**

*Understanding how new plans can make the most of an inclusive & accessible public realm*





Parks and public spaces are scarce along the Buckeye Road corridor. Three primary spaces exist - the gateway plaza at the intersection of Buckeye, Shaker Boulevard and Woodhill Road, the Buckeye Art & Soul Park at the center of the planning area and the Helen K. Simpson Park at the eastern gateway of the district along South Moreland Boulevard.

management provide a green visual break along the corridor, but don't necessarily provide space for community gatherings and events.

The Benedictine campus and Cleveland Clinic Children's Rehabilitation Center campus provide green areas, but these are not available to the public.

The corridor itself contains zero street trees. This lack of tree canopy impacts perceptions of the area as well as property values and public health.

The Northeast Ohio Regional Sewer District's green infrastructure sites for stormwater

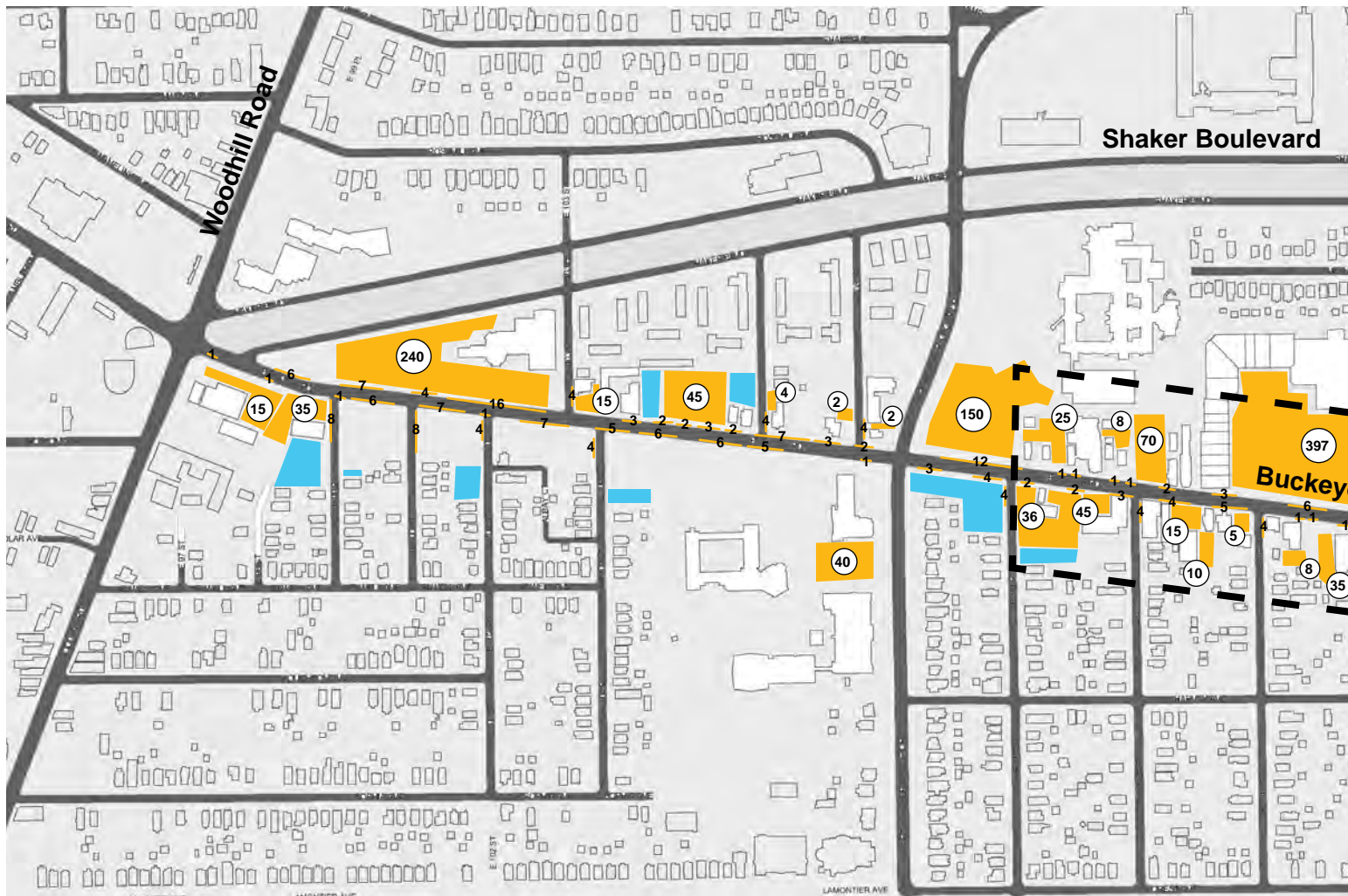




# ANALYSIS: PARKING

Ensuring supply & demand are balanced and in locations to best serve a healthy business district

- CITY OWNED PARCEL
- OFF STREET PARKING LOT
- # NUMBER OF PARKING SPACES (PUBLIC OWNED LOT)    TOTAL # OF SPACES: 223
- # NUMBER OF PARKING SPACES (PRIVATE OWNED LOT)    TOTAL # OF SPACES: 1,813
- ON STREET PARKING SPOTS    TOTAL # OF SPACES: 399





For most of the day, the 1.4-mile corridor allows for on-street parking along both curb lanes, with posted parking restrictions during AM and PM rush hour. During the AM and PM rush hour, two lanes of traffic are allowed in one direction depending on the time of day.

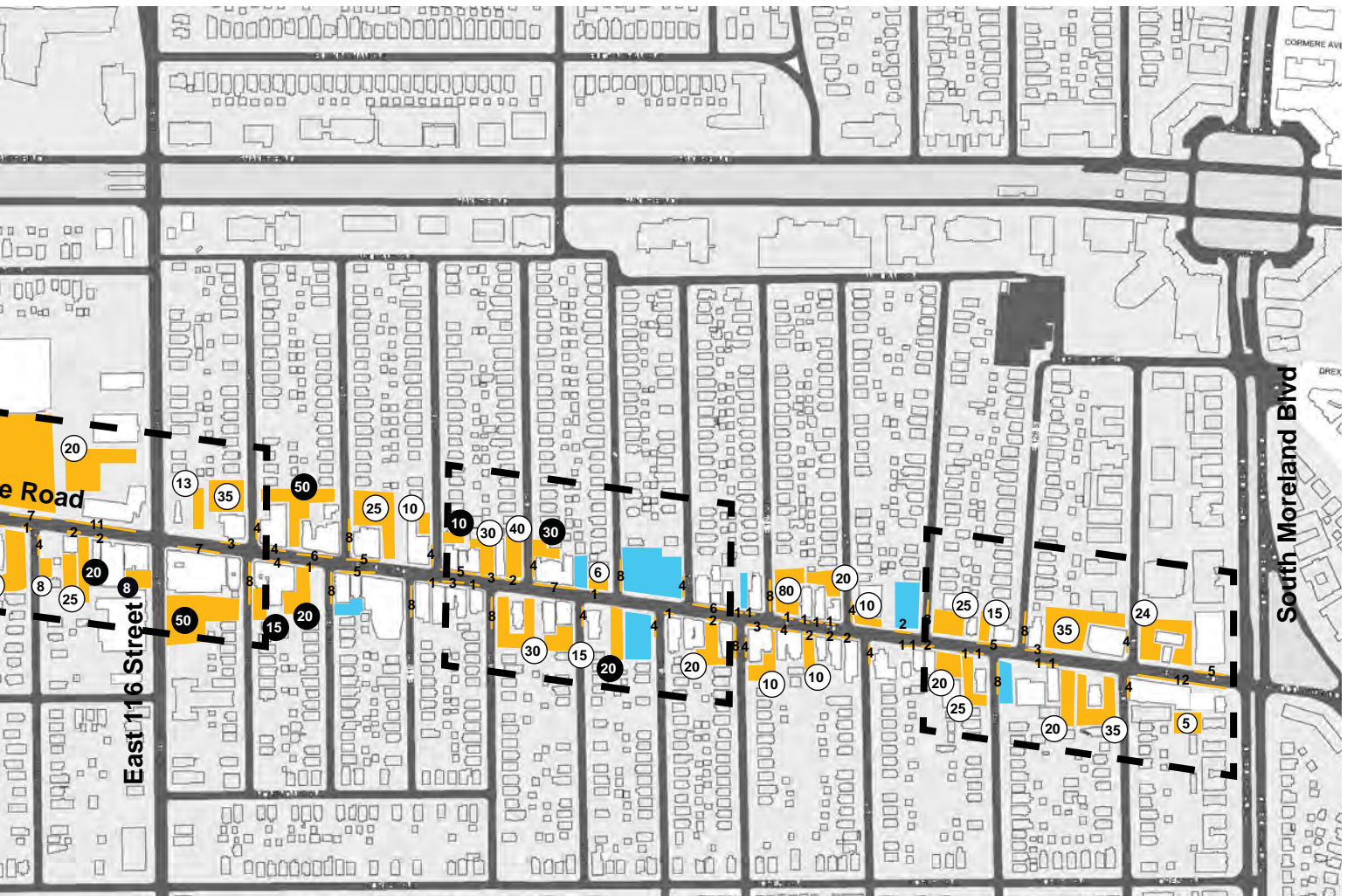
Parking needs and locations vary along the district. The western end of the planning area is characterized by larger 'campus' style uses such as Benedictine and the Cleveland Clinic

Children's Rehabilitation Hospital. These areas utilize private, off-street parking to accommodate their needs.

The center of the planning area has greater challenges with parking. While the Shops at Buckeye have a large surface parking lot to serve their tenants, businesses around the East 116th intersection struggle to meet parking needs with limited on-street spaces. Illegal stops near the intersection contributing to traffic

problems. Greater use of the municipal lot here would be helpful.







The eastern end of the district is in the greatest need of supplemental parking spaces to support businesses in historic buildings with few off-street spaces.





## ANALYSIS: SIDEWALKS

Mapping configurations and conditions to understand the full picture

-  8.5' AVG. SIDEWALK
-  9'-9.5' AVG. SIDEWALK
-  10'-10.5' AVG. SIDEWALK
-  11'-12' AVG. SIDEWALK
-  CROSSWALK
-  MIDBLOCK CROSSWALK





The creation of a strengthened pedestrian environment depends in large part on the ability to activate existing sidewalks. A block-by-block analysis was undertaken to identify average sidewalk widths, to understand the potential for a range of improvements. Additionally, existing crosswalks were studied to understand how these could be improved to support safer movement.

Sidewalks along the corridor are relatively narrow and range from 8' to 12.5'. Amenities like street trees should only be considered for the wider sidewalk areas, to provide the best option for healthy growth.

A range of landscape options and amenities can be considered for the various sidewalk widths to create a supportive and cohesive experience along the corridor.





# ANALYSIS: BUSINESSES

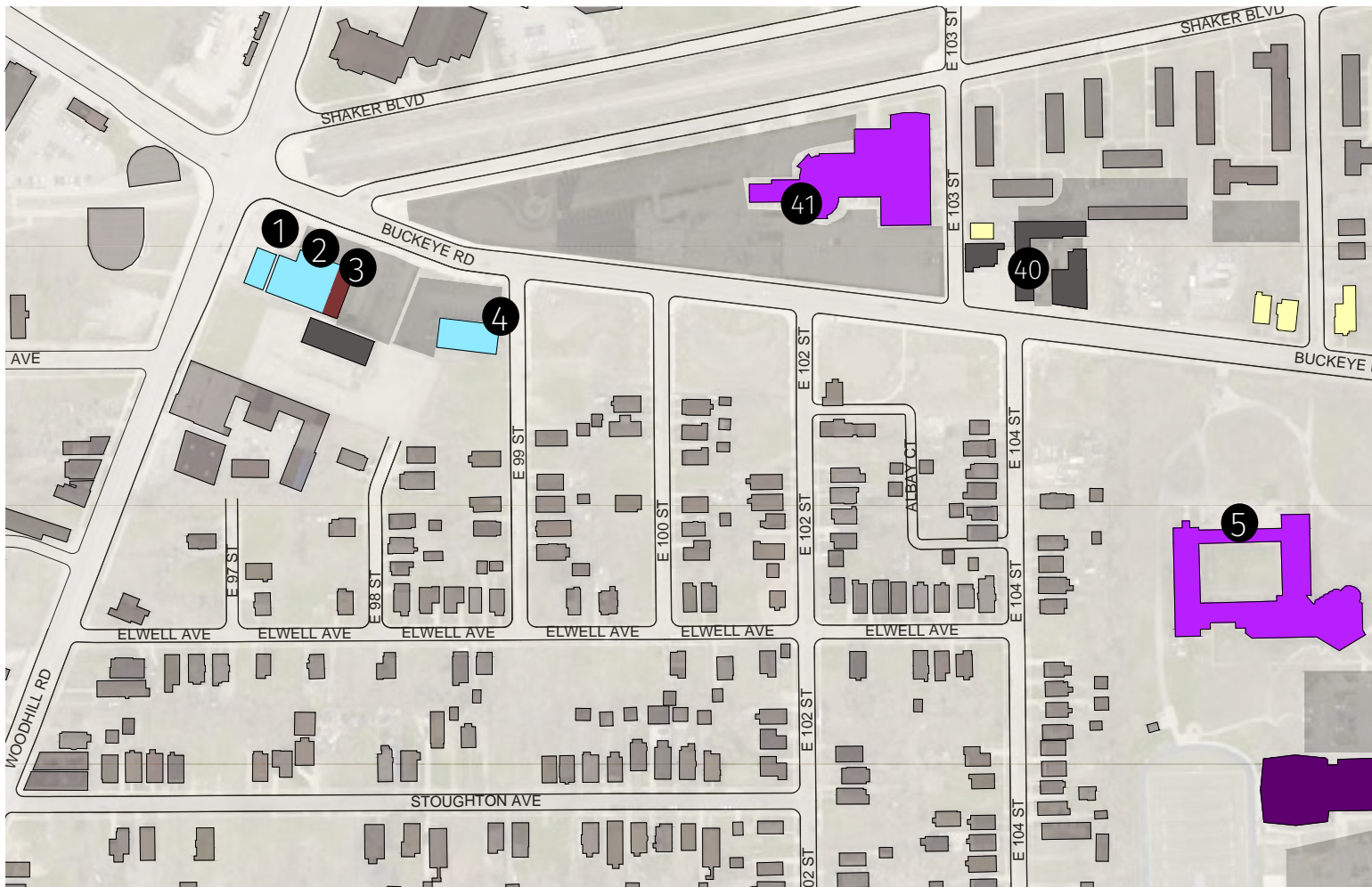
Planning for a healthy Black Business District begins with understanding what is here and how people work

- 1. CLASSIC CLIPPERS
- 2. BEYOND FLAWS BEAUTY LOUNGE
- 3. CUZYN'S CARRYOUT
- 4. SPINCYCLE COIN LAUNDRY
- 5. ST. ANDREW ABBEY
- 6. BENEDICTINE HIGH SCHOOL
- 7. T H AUTO REPAIR
- 8. PHASE 3 LOUNGE
- 9. GENE'S MOTOR COURT
- 10. LOVE DIVINE BAPTIST CHURCH
- 11. GENE'S CORNER BEVERAGE
- 12. MCDONALD'S

- 13. BUCKEYE LAW OFFICE
- 14. KEY BANK ATM
- 15. SPIRITUAL READER ADVISOR
- 16. ORBAN'S FRUIT + FLOWERS
- 17. KRISTY'S HAIR SALON
- 18. GRIND SHOP COFFEE HOUSE
- 19. BUCKEYE SQUARE
- 20. ACE CASH EXPRESS
- 21. SIMON'S SUPERMARKET
- 22. WESTERN UNION
- 23. RENT-A-CENTER
- 24. KEY BANK

- 25. VILLA
- 26. CHINA DRAGON
- 27. LEE'S BEAUTY SUPPLY
- 28. RAINBOW
- 29. BEST NAILS
- 30. SUBWAY
- 31. CAJUN JOE'S
- 32. MR. HERO
- 33. LITTLE CAESARS
- 34. ACCESS TAX SERVICES
- 35. CRICKET WIRELESS
- 36. THE CHURCH OF GOD

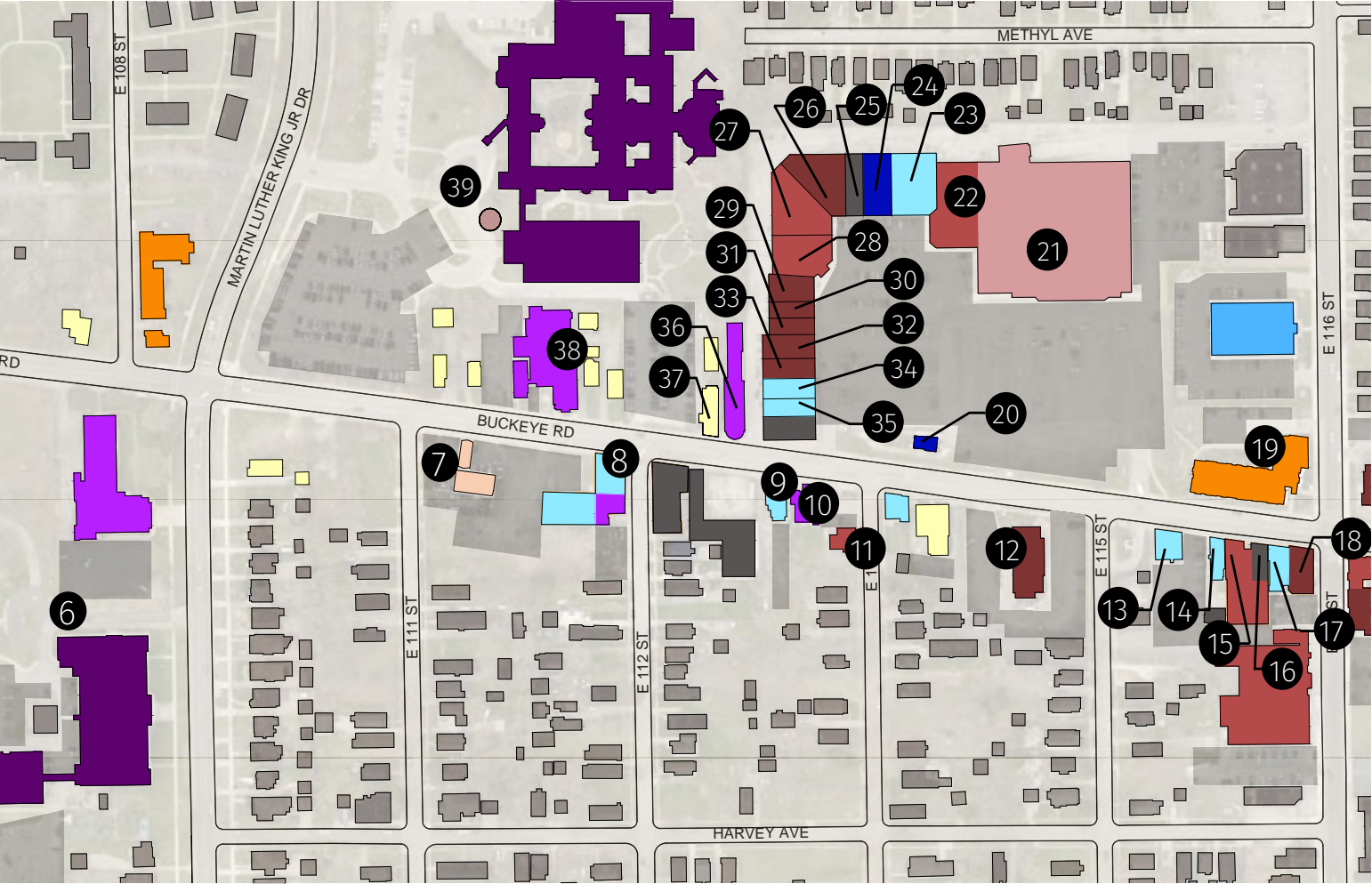
- 37. DREW "2U"
- 38. ST. MARK BAPTIST CHURCH
- 39. CLEVELAND CLINIC CHILDREN'S REHABILITATION CENTER
- 40. PHILLIPS MONUMENTS
- 41. MORNING STAR BAPTIST CHURCH





The district includes many local businesses that will benefit from overdue infrastructure improvements. Support will be critical during the roadway construction period.

- GENERAL RETAIL
- GROCERY
- RESTAURANT + FAST FOOD
- AUTOMOTIVE
- BANKING
- PROFESSIONAL SERVICES
- HEALTHCARE
- INSTITUTIONAL
- RELIGIOUS
- COMMUNITY
- SINGLE FAMILY
- MULTI-FAMILY
- VACANT BUILDINGS
- MIXED USE

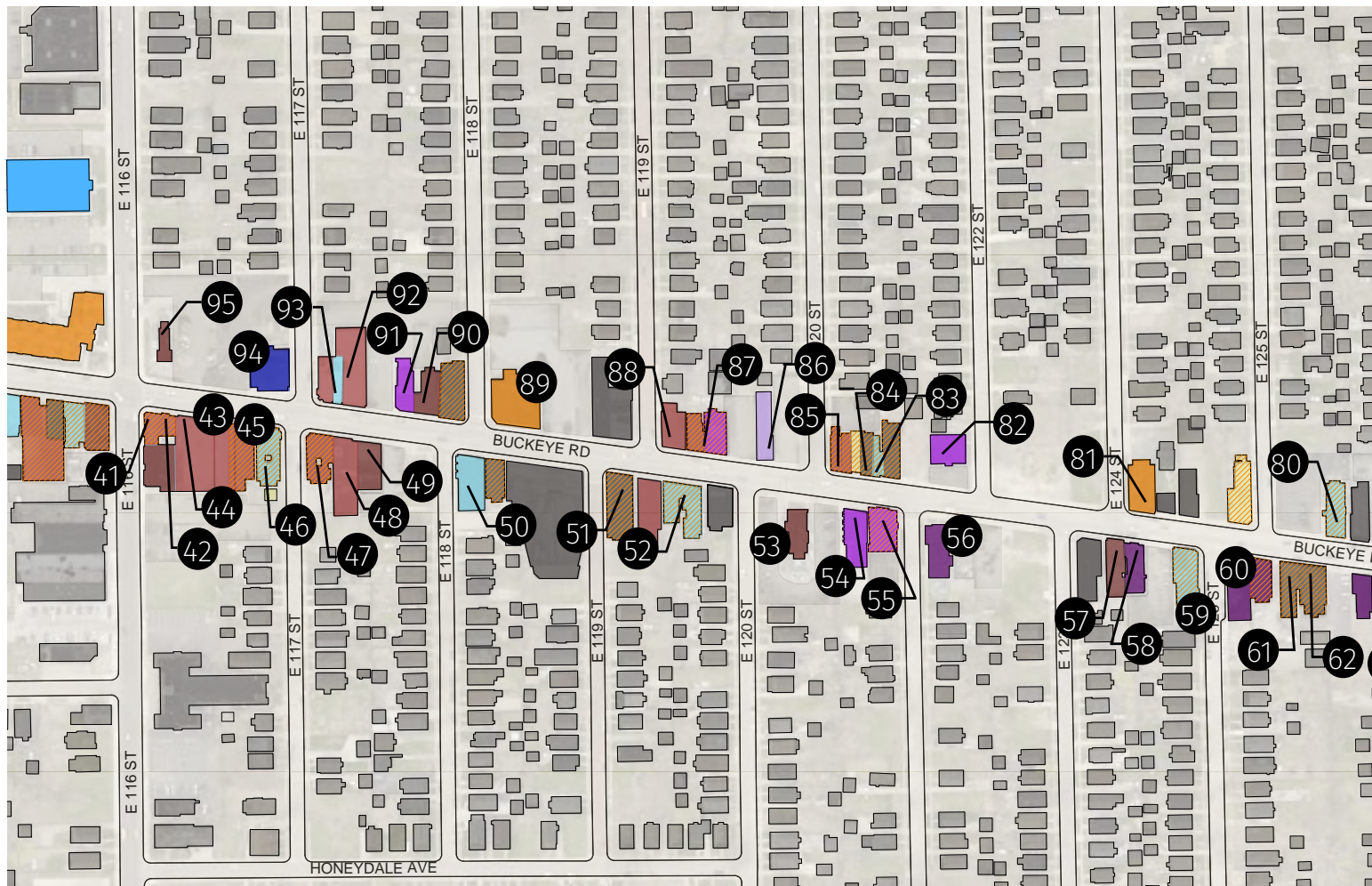




# ANALYSIS: BUSINESSES (CONTINUED)

Planning for a healthy Black Business District begins with understanding what is here and how people work

- 41. BOOST MOBILE
- 42. TEMI AFRICAN BRAIDING & BOUTIQUE
- 43. ONE BEAUTY SUPPLY
- 44. ONE STOP LIQUOR & BEVERAGE
- 45. TRENDZ CLOTHES & SHOES
- 46. AMBITIONS BARBER SHOP
- 47. SOM DI MMA ELEGANCE
- 48. CHINA ONE
- 49. SUE'S WIG'S & FASHION
- 50. BUCKEYE AREA DEVELOPMENT CO.
- 51. DISCOUNT CENTER
- 52. CLEAN HOUSE
- 53. WENDY'S
- 54. MERCY COMMUNITY BIBLE CHURCH
- 55. CHURCH OF THE LIVING GOD
- 56. HEADSTART UNITED COMMUNITY
- 57. MUNCHEEZ
- 58. BUCKEYE PROFESSIONAL BUILDING
- 59. RAY & WENDELL'S TOTAL PACKAGE
- 60. FUNDAMENTALS ACADEMY
- 61. WITH THESE HANDS CHILD CARE
- 62. TOP NOTCH BARBER SALON
- 63. A STEP BEYOND HAIR SALON
- 64. SECURITY LOCK SERVICES
- 65. GRACE FUNDAMENTAL BAPTIST CHURCH
- 66. EVANS QUICK PICK
- 67. FOOD SERVICE OPERATION PLANT
- 68. UNIEK KREATIONS
- 69. POPEYES LOUISIANA KITCHEN
- 70. EDWINS BUTCHER SHOP
- 71. EDWINS BAKERY & TRAINING CENTER
- 72. SUNOCO GAS STATION
- 73. FAMILY DOLLAR
- 74. PASSPORT PROJECT GLOBAL COMMUNITY ART CENTER
- 75. EXTRA HELPING HANDS DAY CARE
- 76. CLEVELAND SUBURBAN HOMES REALTY
- 77. CHRISTIAN VALLEY BAPTIST CHURCH
- 78. EARL'S XCLUSIVE CUTS
- 79. THE KINGDOM CONNECTION
- 80. WANTON HOME CHAPEL
- 81. THE TABERNACLE OF THE MOST HIGH
- 82. TEMPLE OF THE LIVING GOD
- 83. LUXE HAIR STUDIO
- 84. GRACE CHRISTIAN BOOKS & GIFTS

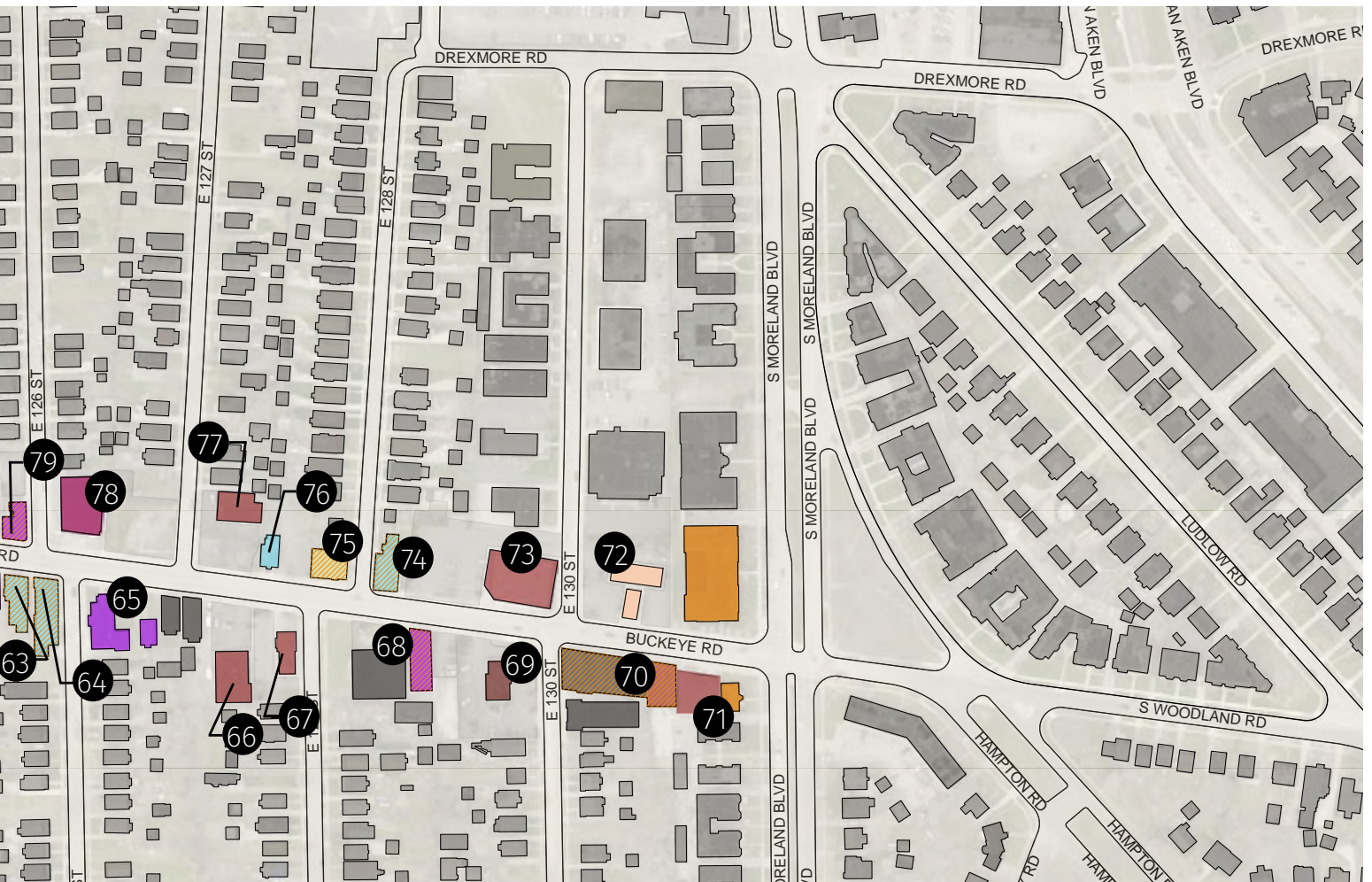




It should be noted that some businesses have closed temporarily or permanently since the map was created, due to challenges of the pandemic.

- 85. BUCKEYE MATTRESS
- 86. THE LONGHOUSE
- 87. FAITH WORKS COMMUNITY CHURCH
- 88. WHEELS OF SOUL
- 89. PROVIDENCE HOUSE
- 90. THE BEAN SHOP INC.
- 91. AGAPE RENAISSANCE SPIRITUAL CENTER
- 92. METRO PCS
- 93. NIKKI'S BARBERSHOP & NIKKI'S MUSIC
- 94. HUNTINGTON BANK
- 95. RALLY'S

- |  |  |
|--|--|
| <span style="color: red;">●</span> GENERAL RETAIL              | <span style="color: purple;">●</span> INSTITUTIONAL  |
| <span style="color: lightcoral;">●</span> GROCERY              | <span style="color: blueviolet;">●</span> RELIGIOUS  |
| <span style="color: darkred;">●</span> RESTAURANT + FAST FOOD  | <span style="color: lightpurple;">●</span> COMMUNITY |
| <span style="color: peachpuff;">●</span> AUTOMOTIVE            | <span style="color: yellow;">●</span> SINGLE FAMILY  |
| <span style="color: blue;">●</span> BANKING                    | <span style="color: orange;">●</span> MULTI-FAMILY   |
| <span style="color: lightblue;">●</span> PROFESSIONAL SERVICES | <span style="color: grey;">●</span> VACANT BUILDINGS |
| <span style="color: cyan;">●</span> HEALTHCARE                 | <span style="color: orange;">○</span> MIXED USE      |



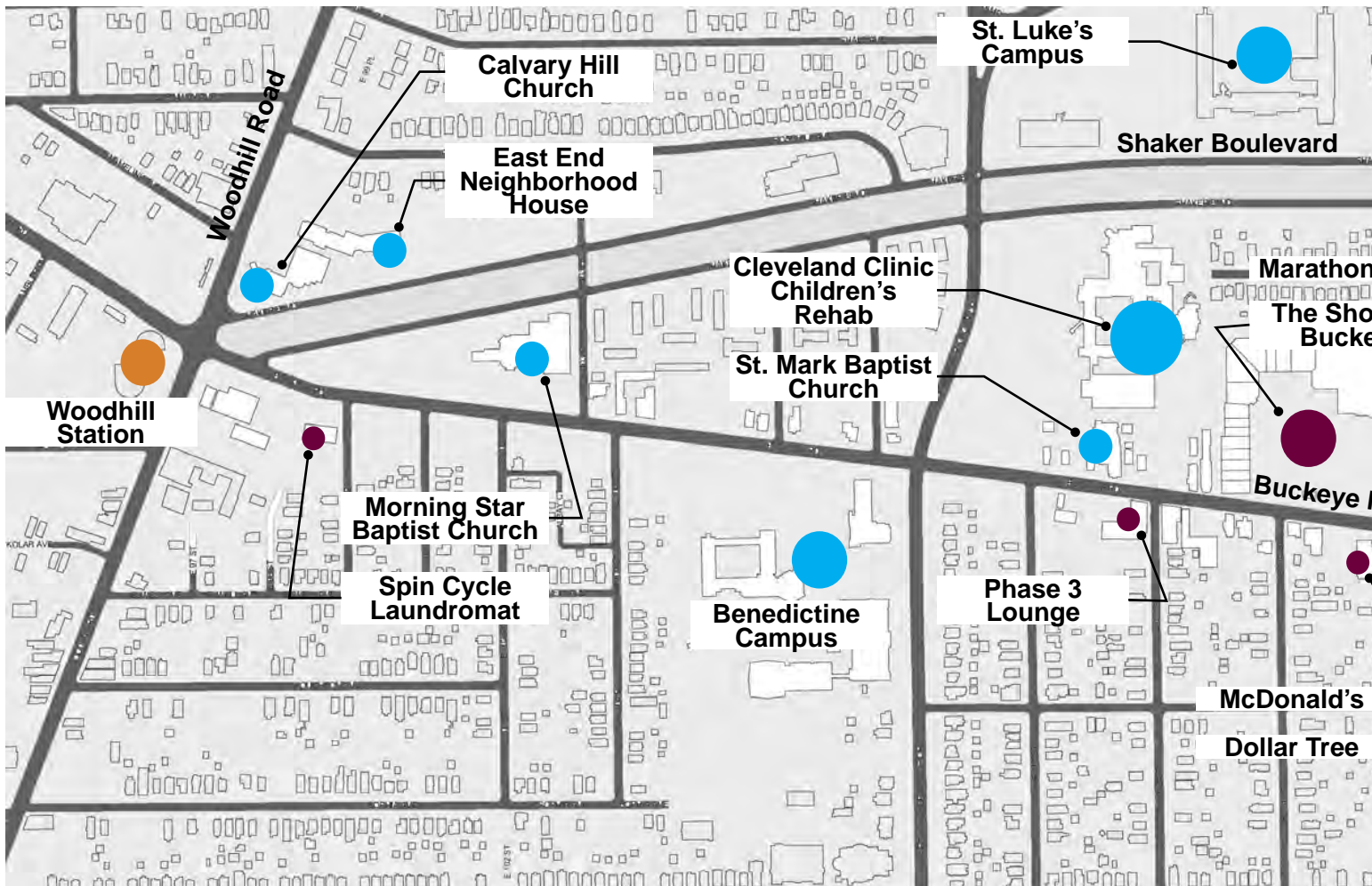


# ANALYSIS: DESTINATIONS

*Understanding where people are going to best design an experience for all modes of arrival*

An understanding of the destinations within and adjacent to the Buckeye Road corridor is important information to supplement traffic analysis data (expanded upon further on pages 64-65) in developing a basic understanding of district movement patterns. East 116th Street is a key node along the corridor, serving a heavily traveled intersection for roadway users to access nearby destinations. This presents challenges for safety and circulation, seeing as traffic can often become backed up here.

- COMMERCIAL DESTINATION
- INSTITUTIONAL DESTINATION
- TRANSIT DESTINATION
- REGIONAL DRAW
- EXPANDED LOCAL DRAW
- PRIMARILY LOCAL DRAW





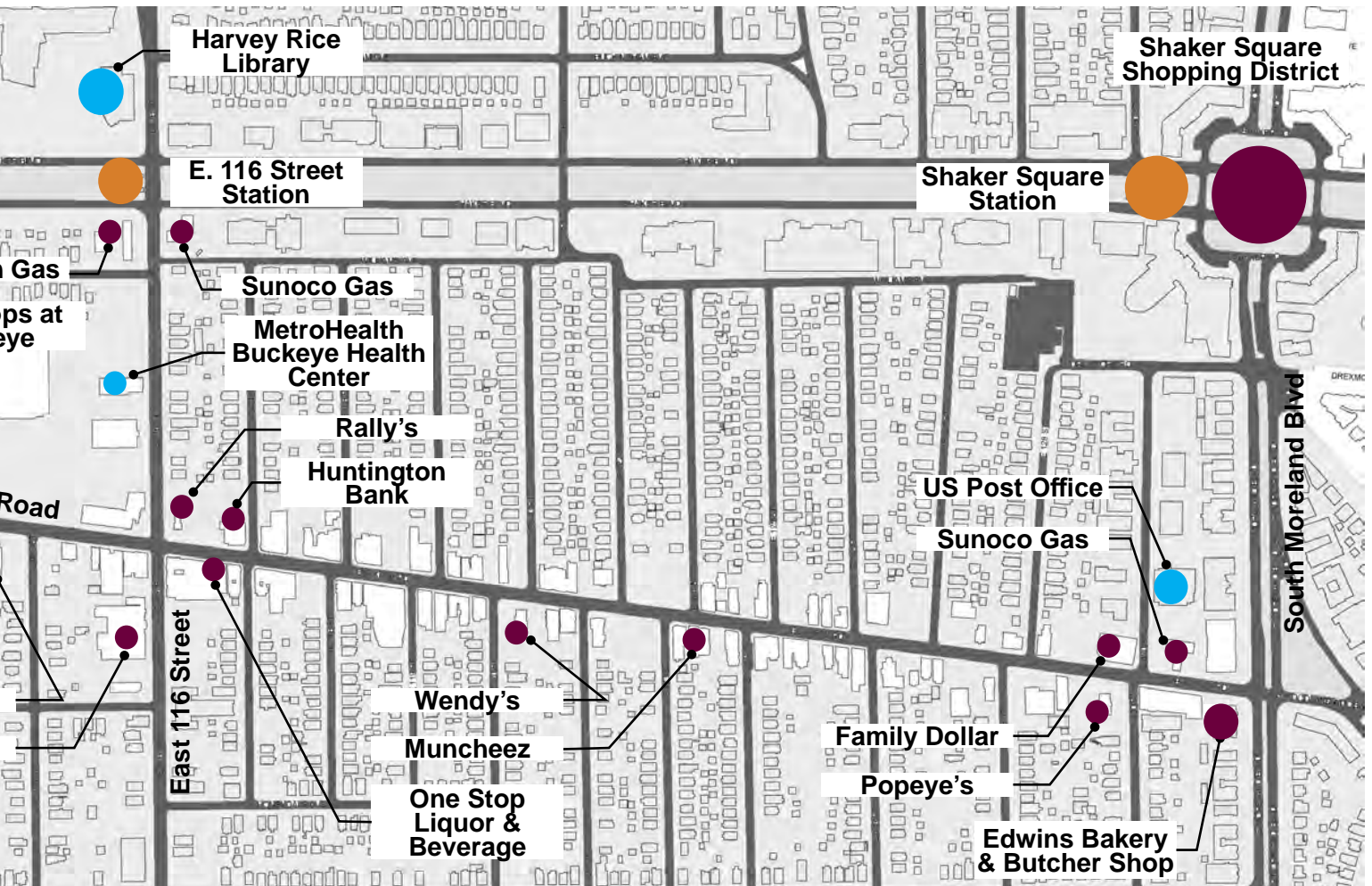
The community is concerned that Buckeye Road is not wide enough for two lanes in each direction, but sections of the road behave that way. Concerns were raised that the narrowness of the road, along with on-street parking, allows for unsafe conditions where vehicles weave in and out of traffic to get around vehicles that are traveling at the posted speed limit.

The narrow sidewalks, especially at signalized intersection, create an unsafe feel for

pedestrians. It was noted that vehicles at the intersections often pull around left-turning vehicles and squeeze past them in the limited space against the curb as side mirrors and/or tires encroach the curb.

The first community survey for the project asked participants about preferred travel modes and neighborhood destinations. This map begins to capture the information provided in the survey as well as the role of destinations

within the planning area that serve as a draw to those who live outside the community.





# ANALYSIS: BIKE NETWORK

Recognizing that Buckeye Road is part of a larger network





Existing bike infrastructure in and around the Buckeye Neighborhood is primarily focused on north-south connections. The Lake to Lakes Trail provides off-road access to the University

Circle area, Shaker Heights and Cleveland Heights. Additional east-west and neighborhood connections are needed to create a more usable network for the community.



Striped bike lanes along Martin Luther King, Jr. Drive



Shared path along Lake to Lakes route

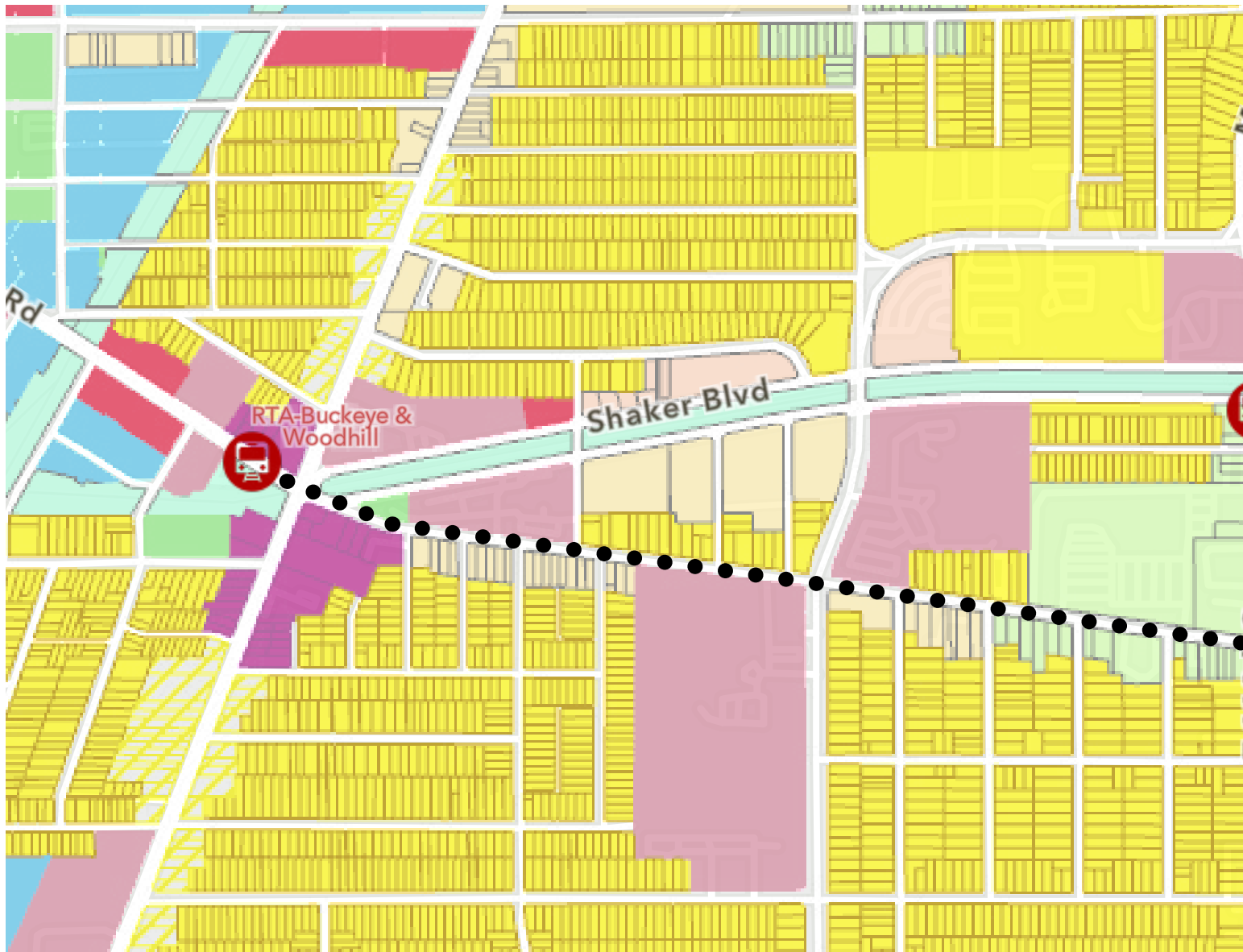


# ANALYSIS: EXISTING LAND USE

*Existing corridor zoning regulations*

Proposed Landuse 2020

- |  |  |  |
|--|--|--|
| <span style="color: red;">■</span> COMMERCIAL; COMMERCIAL  | <span style="color: blue;">■</span> TRANSPORTATION             | <span style="color: purple;">■</span> MIXED-USE                  |
| <span style="color: lightblue;">■</span> LIGHT INDUSTRY; LIGHT INDUSTRY  | <span style="color: yellow;">■</span> COMMERCIAL PARKING       | <span style="color: orange;">■</span> MULTI FAMILY; MULTI-FAMILY |
| <span style="color: lightgreen;">■</span> RECREATION/OPEN SPACE; RECREATION; RECREATION/OPEN SPACE; RECREATIONAL | <span style="color: lightyellow;">■</span> COMMERCIAL SERVICES | <span style="color: peachpuff;">■</span> OFFICE                  |
| <span style="color: red;">■</span> RETAIL  | <span style="color: blue;">■</span> HEAVY INDUSTRY             | <span style="color: lightgreen;">■</span> OPEN SPACE             |
| <span style="color: yellow;">■</span> SINGLE / TWO FAMILY  | <span style="color: grey;">■</span> INFRASTRUCTURE             | <span style="color: lightgreen;">■</span> RETAIL; RETAILL        |
|  | <span style="color: pink;">■</span> INSTITUTIONAL              | <span style="color: yellow;">■</span> TOWNHOUSE; TOWNHOUSES      |





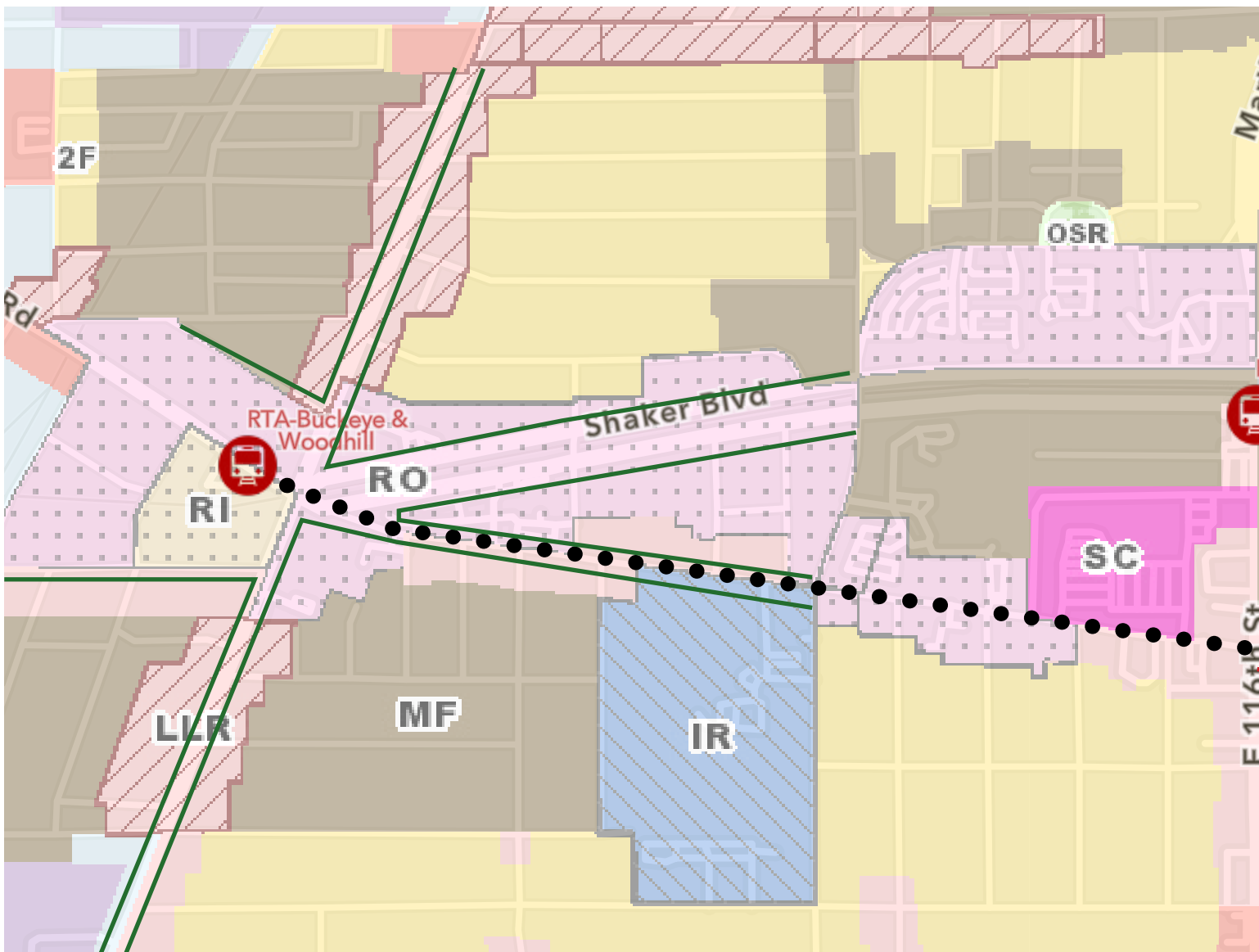




# ANALYSIS: EXISTING ZONING

Existing corridor zoning regulations

Zoning	Limited One Family	Multi-Family	Residence-Industry	University (College) Retail
Downtown Residential	One Family	Midtown Mixed-Use District	Semi-Industry	Unrestricted Industry
General Industry	Limited Retail Business	Open Space Recreation	Shopping Center	Urban Garden District
General Retail Business	Local Retail Business	Parking District	Townhouse	
Institutional-Research District	Limited Multi-Family	Residence Office	Two Family	

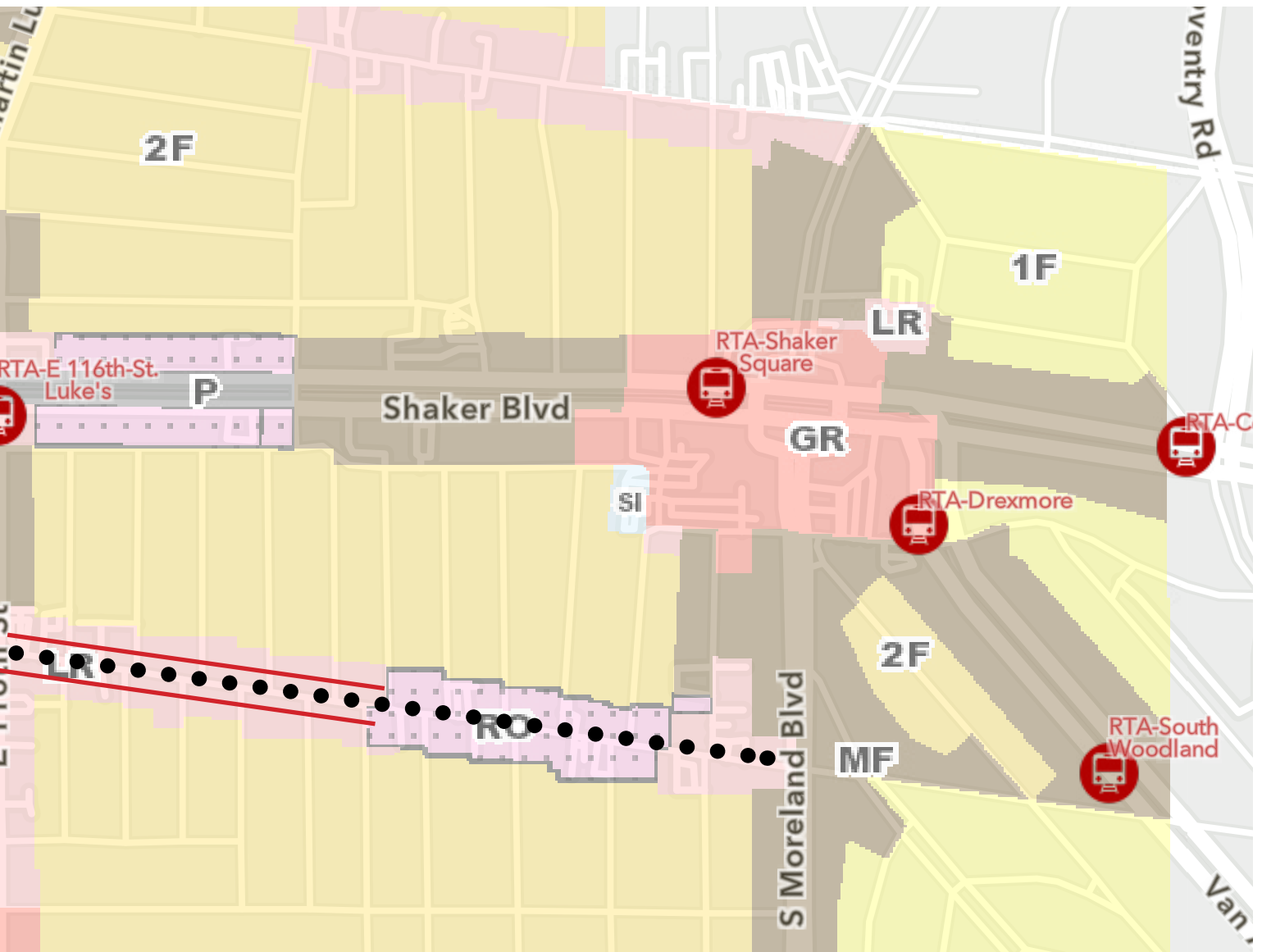


USE DISTRICTS	
L1F	Limited One Family
1F	One Family
2F	Two Family
TA	Townhouse
LMF	Limited Multi-Family
MF	Multi-Family
MMUD	Midtown Mixed-Use District
DR	Downtown Residential
MH	Manufactured Housing Park
IR	Institutional-Research District
RO	Residence Office
LR	Local Retail Business
UR	University (College) Retail
SC	Shopping Center
LLR	Limited Retail Business
GR	General Retail Business
RI	Residence-Industry
SI	Semi-Industry
GI	General Industry
UI	Unrestricted Industry
P	Parking District

Zoning (regulations on what land uses can occur in specific locations) along the Buckeye Road Corridor varies between Residence Office and Local Retail, with a Shopping Center designation at the Shoppes at Buckeye. The eastern end of the corridor is surrounded by Two-Family and Multi-Family zoning, while the

western end is a combination of Residence Office, Institutional-Research District and Multi-Family. While the Residence Office designation was partially intended to concentrate and strengthen the Local Retail district portions of the street, it does not align with the more varied mix of uses that are envisioned for the corridor.

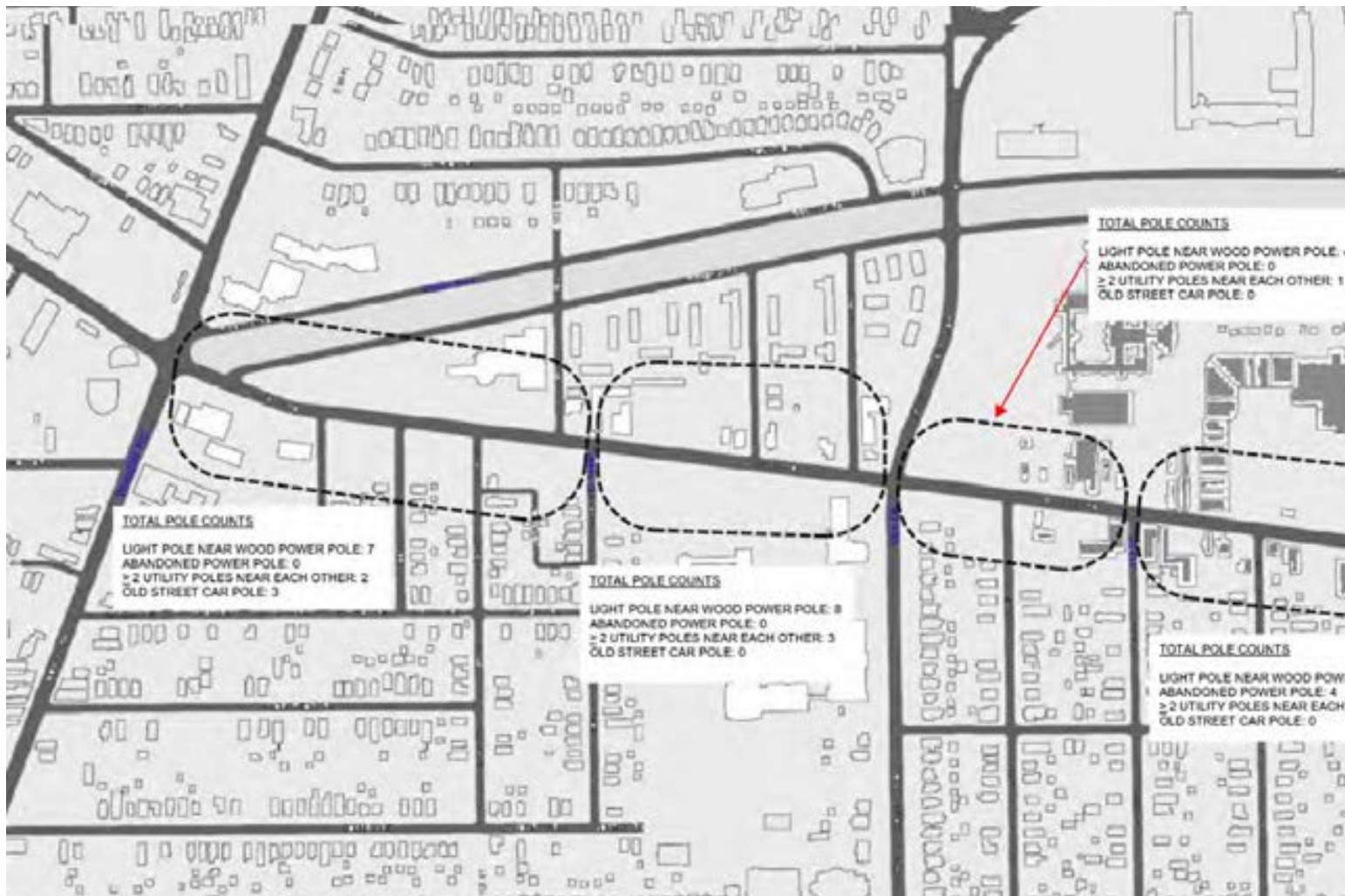
- ● ● Project Area
- PRO Street Frontage
- Urban Frontage Line





# ANALYSIS: UTILITY POLES

*De-cluttering the public realm*





Buckeye Road is a main east-west electrical transmission corridor used by both Cleveland Public Power and First Energy. There are 260 poles located on either side of the street and carrying primary and secondary power, along with telecommunications wires. This has led to unnecessary visual clutter along the corridor. A significant number of poles may be able to be removed as part of the roadway project. Four primary conditions can be targeted for pole removal and/or consolidation:

- 1. Light poles located adjacent to wood utility poles
- 2. Abandoned pole, no wires
- 3. Abandoned streetcar poles
- 4. More than one utility pole next to each other with wires on them

The exact locations of these poles have been documented. See Appendix.





# DETAILED PHYSICAL ANALYSIS: RIGHT-OF-WAY CONDITIONS

*In-depth neighborhood conditions analysis.*

To familiarize our team with the current roadway conditions as part of the TLCI study, our team walked the site with a clipboard, measuring wheel and camera in hand, evaluating the existing roadway infrastructure. We observed a roadway system that has significantly deteriorated over the years. The following are our observations:

## **Asphalt Pavement**

Buckeye Road is an existing asphalt roadway with concrete curbs and sidewalks. The sidewalks extend from the face of curb to the right of way for the majority of its length, with limited amounts of tree lawns. The pavement is on average 38 feet wide, with two lanes of traffic each way through the 1.40-mile project corridor. On-street parking is allowed, except during rush hour. There is no parking in the westbound lanes during morning rush hour and in the eastbound lanes during evening rush hour.

The existing asphalt pavement overlays either a brick and concrete base or just a concrete base. Along the center of the pavement are abandoned trolley tracks, two sets of rails in each direction. The tracks are located on a concrete base with either brick or granite pavers between the rails.

The pavement in general was in worse condition to the west of Buckeye Road than to the east. This can be expected, as record drawings show that Buckeye Road was rehabilitated in 1994 and the pavement section to the west may be older. The pavement tended to exhibit deterioration closer to the curb as one would expect because of drainage.

During our site visit, we observed extensive areas of deteriorated pavement that included alligator cracking, block cracking, longitudinal cracking, rutting, upheaval, shoving and utility patches repairs.

In addition, there are 12 concrete deacceleration bus pads at stops in which 6 have shown deterioration. The types of failure that were observed were joint spalling, pumping, shrinkage cracking, durability cracking and corner breaking.

## **Existing Trolley Tracks**

Old records show that Buckeye Road at one time had a Trolley line down the center of it. Typically, these tracks in the City were left in place and overlaid by asphalt as the cost to remove them are significant. This poses a design challenge as the centerline elevation of the current road will need to remain nearly

the same to avoid having to remove the tracks. This has an impact on any modifications to the roadway alignment and drainage along the corridor.

## **Existing Brick Pavers**

It appears that in 1994, the City had rehabilitated the pavement and included brick pavers at crosswalks and on the sidewalks at intersections from East 112th to South Moreland. The brick pavers were installed with a concrete header on both sides and were located at crosswalks. There were also ADA ramps installed with brick pavers at the top at several intersections.

Our team observed that the majority of these brick crosswalks systems have bricks missing and/or have heaved over time. In addition, significant spalling and cracking of the concrete headers surrounding the brick. This may have been caused by impact from blades on snowplows as the asphalt pavement adjacent to the header had sunk or separated from it.

The brick pavers along the sidewalk also exhibited area where they were dislodged or missing which, given their location at the top of the curb ramps, make the landings non-compliant.



**Sidewalks / Curbs / Aprons**

The sidewalks on the street are on average 6 to 8 feet wide and extend from the back of curb to the right of way line. There are limited areas where there are tree lawns. In addition, the sidewalks are integral to the existing concrete curb for the majority of the corridor.

There were also areas of new concrete sidewalks, most notably on the west end of the project limits near Shaker Boulevard and also along the NEORSD green storm water works.

During our site visit we observed significant concrete spalling, significant weeds between joints, heaving at joints, and both longitudinal and traverse cracking. Also, the majority of the sidewalks within 6 feet of the right of way did not meet current ADA code requirements for cross slope or joint displacement.

In general, the curbs were in good condition. There were areas that had deteriorated, most notably at driveway aprons and intersections. Driveway apron conditions for the majority of the properties exhibited some level of deterioration, whether it be cracking or sections of concrete missing. In addition, a number of aprons did not have an ADA compliant sidewalk across the top of the apron.

**ADA Curb Ramps**

During our field walk we observed that ramps were provided at the majority of street corners. Most of them were not ADA compliant. In addition, several mid-block crosswalks and intersections did not have curb ramps. These were located at St Mark Baptist Church, crossing Buckeye at East 121st Street and crossing East 126th Street. There were fifty (50) non-complaint curb ramps along the corridor.

The following were reasons for non-compliance for the intersections above:

1. Lack of curb ramp
2. No truncated domes
3. Exceeding longitudinal slope of 8.33%
4. Landings that exceed 2% in all directions within the clear length and width
5. Loose brick pavers at the top or joints that exceed ¼" depth or width
6. Deficient truncated domes
7. Bottom of ramp does not flush with the gutter

**Utility Poles**

There are significant utility poles along the corridor on both sides of the street that contain both primary and secondary power,

telecommunications, and cobra head light arms. We observed, based on the wiring, that both Cleveland Public Power and First Energy have facilities along the route. In addition, there are spot metal light poles along the route. We observed that out of the 290 utility/light poles, 70 of these poles were within the 18" clear zone from the face of curb which are not code compliant and pose a hazard to traffic. Several of those poles are old transit trolley poles for the tracks that use to run down the center of Buckeye. These were abandoned and left in place and we would recommend be removed as part of the improvements.

**Hydrants**

The existing hydrants are located on the south side of the road, and 10 are located with 18" of the curb which is not up to City code. Several of these hydrants are newer and upsized to 6-inch hydrants. However, there are still six 4-inch hydrants located along the route that are outdated, and the City may want to consider replacing them at the time of the project. All shut-off valves for the hydrants were located within the roadway sections.





**Roadway Utilities**

The existing utilities along the route appear to be a combined sewer along the middle of the road, a 10" water line on the south side, gas mains on both sides of the street, First Energy (CEI) conduits along the north side near the curb, and an AT&T duct bank along the south side from East 116th to South Moreland.

All of these utilities have castings that were in several stages of conditions. We observed valves missing their covers, service connections valves buried under the sidewalk, and loose manhole grates that rattled when driven over.

Catch basins along the route exhibited areas that needed tuck point repair, full replacement, casting replacement, or to have trash and silt cleared out. There were new curb openings along the NEORSD storm water basins that allow for water to drain from the road to them.

**Gas Stations / Abandoned Service Garages**

Along the route we observed 4 gas stations/ service garages that were still active or abandoned. These properties may have petroleum contaminated soils that have migrated into the roadway. This may have implications on any storm lateral/catch basin placement in these areas. In the upcoming

section we will discuss how we will address this item.

**Public Transportation**

There are 3 different GCRTA bus routes that use the corridor with 19 bus stops along the corridor with 4 of them with shelters. Two of the shelters are located at areas that draw ridership. The shelter at MLK serves students from nearby Benedictine and the shelter near East 116th Street is located at the center of the Buckeye Road corridor. There are three rapid transit station located nearby to the corridor just a block to the north of Buckeye Road. They are located at the following locations:

- 1. Buckeye -Woodhill
- 2. East 116th and Shaker
- 3. Shaker Square

The area appears to be well served for public transportation. We would recommend that the local community during the TLCI community meetings provide information on the appropriate locations for stops along the route as to utilization.





# CHALLENGES: SAFETY

*Improving both transportation and personal safety along the street.*

## KEY CHALLENGES

- Unsafe environment for pedestrian crossing
- Substandard roadway lanes resulting in high numbers of sideswipe accidents
- Unsafe driveways / curb cuts along northeast side of East 116th and Buckeye Road intersection
- Numerous vacant buildings
- Lower lighting levels along sidewalk
- High levels of violent and non-violent crime

Safety is the primary priority expressed by the community. This reflects the need for improvements to transportation safety and personal safety. From a transportation standpoint, movement along the street feels chaotic. Residents have indicated that it's not comfortable to cross the street.

Crash rate analysis for the project area indicates high incidences of rear end crashes and sideswipes, with an incidence of a pedestrian

fatality (hit by a car) at the intersection of East 130th Street and Buckeye Road. A detailed breakdown of this information is provided in the Appendix.

To further improve safety, it is recommended that existing curb cuts to vacant properties be removed along the corridor. Additionally, the two driveway curb cuts along the north side of Buckeye Road between East 116th and East 117th Streets should be further explored with the property owners for removal by the MOCAP design team. If removal of these aprons is not feasible, then as a second option these two aprons should be replaced with a one-way enter only from westbound Buckeye Road.

This would help reduce the backup on eastbound Buckeye Road at the East 116th intersection as vehicles queue to turn left

into the properties causing backups at the intersection. In addition, left turning vehicles leaving the property present a safety hazard as queued vehicles in the westbound direction block the line of site for the turning vehicle or the mainline traffic.

The community has also identified concerns about personal safety along the corridor. Recent crime data indicates a high rate of crime within the neighborhood (higher than the City of Cleveland average), with violent crime hot spots occurring at the intersection of East 116th Street and Buckeye Road, and at the East 116th Street Rapid Transit station. Residents have also indicated that the street feels dark.

While the recent installation of LED streetlights has improved the overall lighting levels and visual recognition along the street, the number of vacant and dark storefronts mean that additional light is not provided at the sidewalk level. The redevelopment of these spaces will make a significant improvement along the street.



"I often feel unsafe in the neighborhood, both for myself and for my three-year-old child. There needs to be better lighting along the corridor and in places like bus stops to help me feel more comfortable. I'm also worried about my son tripping over broken sidewalks and having to walk next to speeding traffic. Slower speeds and safer pedestrian crossings would be greatly appreciated."



**Technical Info**

The City studied the accident rates and types within the corridor over a three-year period (from 2017 to 2019), using the CAM Tool (GCAT Analysis). During this period, there were 278 accidents that resulted in one fatality and 84 injuries. The tables to the right list the locations and types of accidents.

The following is a breakdown of the location of the crashes:

- Intersections: 147
- Non-Intersection: 131

As the data above shows the location of the accidents were almost evenly split between the two main categories. The East 116th intersection had 21 accidents and was by far the most reported. This East 116th Street intersection accident rate was more than twice as much as the second-place intersection of MLK JR Drive, which had 9 accidents. Two-thirds of the accidents occurred during daylight hours with seventy five percent happening during dry weather. Of the serious injuries reported during this period, more than fifty percent occurred at intersections.

Non-intersection accidents appear to be evenly dispersed through the corridor. However, the block on either side of both East 116th and

East 130th Streets had a significant increase of accidents compared to elsewhere along the corridor. Both of these intersections have traffic signals which may attribute to the accident rate.

As the results indicate, the three most common

types of crashes were rear end, sideswipe, and angle crashes. Narrow lanes widths, a lack of a dedicated left turn lane at intersections, distracted drivers, and confusing pavement markings can be attributed to these types of crashes.

Location	Number	Percent (%)
5 or More Point Intersection	6	2.16
Four-way Intersection	100	35.37
Not an Intersection	131	47.12
T-intersection	33	11.87
Unknown	8	2.88
<b>Grand Total</b>	<b>278</b>	<b>100.00</b>

Table 1 - Crash Rate Calculation by Location

Rear End	74	26.81
Sideswipe-Passing	63	22.83
Angle	50	18.12
Fixed Object	17	6.16
Parked Vehicle	15	5.43
Right Turn	13	4.71
Backing	11	3.99
Left Turn	9	3.26
Pedestrian	9	3.26
Head On	7	2.54
Unknown	5	5.00
Sideswipe-Meeting	3	1.09
<u>Pedalcyles</u>	2	0.72

Table 2 - Crash Rate Calculation by Type of Crash



# CHALLENGES: STREET

*Improving both transportation and personal safety along the street.*

## KEY CHALLENGES

- Narrow roadway @ 38' – cannot support 4 travel lanes
- Offset intersections
- Unpredictable vehicular movement
- Significant back-ups for left turns at East 116th Street intersection
- Lack of maintenance – paving quality is poor and paver crosswalks are damaged
- Deteriorated curbs
- Poorly marked and unmaintained crosswalks

The historic nature of Buckeye Road is evident through its proportions and configuration.

At 38' in width, this is an extremely narrow roadway that currently accommodates 4 lanes of moving traffic plus on-street parking during non-restricted hours. This creates extremely unpredictable vehicular movement as cars dart in and out of narrow lanes to get around parked vehicles or other drivers making left turns. See previous safety notes regarding crash data for the corridor. Adding to the challenge of this

situation is the fact that side streets north and south of Buckeye Road do not align; resulting in offset intersections that make movement even less predictable. Finally, a narrow right-of-way for the corridor ranges from 54'-60', preventing road widening while accommodating a balanced approach to non-vehicular movement.

### Roadway Improvements

The City of Cleveland plans to undertake a roadway rehabilitation project in 2022 that will upgrade the Buckeye Road corridor and impact the area for years to come. As part of the TLCI process, our team has studied the corridor over the past four months. We have listened to the concerns, needs, and desires of the local community along with the input of the City's Division of Engineering and Division of Traffic Engineering. As a result of this process, we have identified five reoccurring issues along the Buckeye Road corridor:

1. Narrow lanes
2. Confusing road layout
3. Need for on-street parking
4. Unsafe pedestrian environment
5. Need for traffic calming

As part of the traffic study, we explored how street improvements can increase roadway safety and what the impact would be on street operation. This will be discussed in the following sections.

### Current Roadway Section

Buckeye Road is one of a few streets within the City of Cleveland that is only 38 feet wide. Buckeye Road is classified as a major collector street with a posted speed of 35 mph. The road



"I love this neighborhood and want to continue to live here as long as possible to support my cognitive health, but it is hard. Physical activity is very important to me, but the speeding traffic and unsafe crosswalks along Buckeye Road make me feel uncomfortable. The physical condition of the sidewalk includes tripping hazards that make me nervous."

is currently marked with four lanes (two in each direction) with an average width of 9'-6", which is substandard based on current ODOT and City of Cleveland requirements. For most of the day, the 1.4-mile corridor allows for on-street parking along both curb lanes, with posted parking restrictions during AM and PM rush hour. During the AM and PM rush hour, two lanes of traffic are allowed in one direction depending on the time of day.

There are no dedicated left turn lanes at intersections. According to our observations and community comments, vehicles will drive around cars that are waiting to turn left, oftentimes negotiating a narrow curb lane and avoiding nearby on-street parking.

The narrow roadway width is the result of a limited right-of-way that averages 60 feet in width. This impacts the width of the sidewalks. The walks vary in width from six to eight feet, plus a small tree lawn that is either grass or concrete. The narrow sidewalk, along with the concrete tree lawn, is immediately adjacent to the curb lane.

### Community Concerns

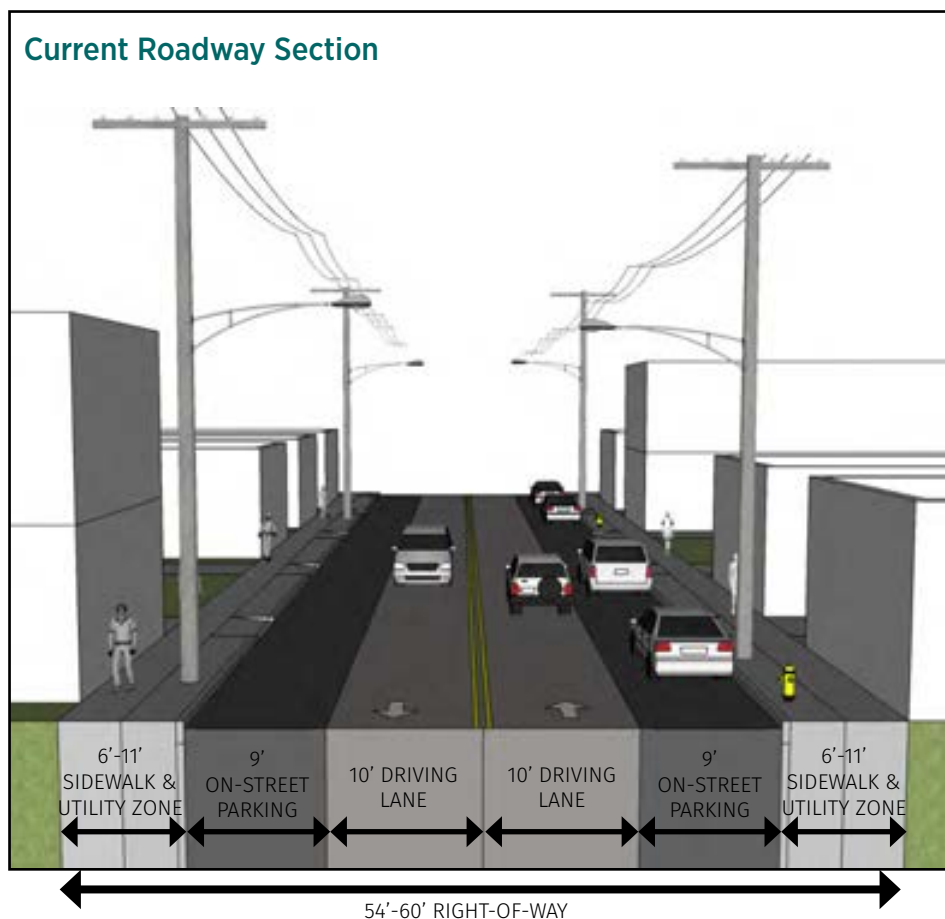
As part of the Buckeye Road TLCI process, our team listened to the concerns of the local

community and city officials regarding the current operation of the Buckeye Road corridor. After a series of meetings with the community, common concerns emerged: Buckeye Road, as it currently operates, is confusing and unsafe for pedestrians. The speed at which vehicles move through the corridor often exceeds the posted speed limit.

In particular, the community is concerned that the road is not wide enough for two lanes in each direction, but sections of the road behave that way. Concerns were raised that the

narrowness of the road, along with on-street parking, allows for unsafe conditions where vehicles weave in and out of traffic to get around vehicles that are traveling at the posted speed limit.

The narrow sidewalks, especially at signalized intersections, create an unsafe feel for pedestrians. It was noted that vehicles at the intersections often pull around left-turning vehicles and squeeze past them in the limited space against the curb as side mirrors and/or tires encroach the curb.







# CHALLENGES: SIDEWALKS

*Enhancing pedestrian accessibility.*

## KEY CHALLENGES

- Narrow sidewalk widths (8'-12')
- Excessive utility poles consume valuable sidewalk space
- Substandard sidewalk conditions along the majority of the corridor
- Lack of amenities (benches, trash receptacles, bike racks, etc.)
- Little to no landscaping (street trees, planters, etc.) to change street perceptions
- Non-compliant ADA curb ramps
- Desire for buffers between roadway and pedestrian zone

Sidewalks along Buckeye are narrow and poorly maintained, creating challenges from a pedestrian mobility standpoint. An excessive number of power and utility poles along the street (including many empty poles that were just left in the sidewalk rather than removed) place additional burdens and limitations on the existing pedestrian realm. The district's scale, historic character and collection of local businesses have the potential to support a

vibrant commercial environment, but it will be critical to maximize the potential of the outdoor living space that is the district's sidewalks, parks and public spaces.

Current sidewalk conditions are poor, with uneven surfaces, cracks and spalling noted, as well as temporary sidewalks left over from recent utility work. The City's upcoming resurfacing project will replace the majority of the sidewalks along the corridor.

### Technical Info

The sidewalks on the street are on average 6 to 8 feet wide and extend from the back of curb to the right of way line. There are limited areas where there are tree lawns. In addition, the sidewalks are integral to the existing concrete curb for the majority of the corridor.

There were also areas of new concrete sidewalks, most notably on the west end of the project limits near Shaker Boulevard and also along the NEORS green storm water works.

During our site visit we observed significant concrete spalling, significant weeds between joints, heaving at joints, and both longitudinal and traverse cracking. Also, the majority of the sidewalks within 6 feet of the right of way did not meet current ADA code requirements for cross slope or joint displacement.

In general, the curbs are in good condition.

There were areas that had deteriorated, most notably at driveway aprons and intersections. Driveway apron conditions for the majority of the properties exhibited some level of deterioration, whether it be cracking or sections of concrete missing. In addition, a number of aprons did not have an ADA compliant sidewalk across the top of the apron.



"Since I have a wheelchair, I struggle to navigate along Buckeye Road's sidewalks. They are very narrow in spots, there are large cracks and missing pieces of concrete, and the poor or nonexistent curb cuts make it difficult for me to get around. I would love for the sidewalks to be ADA compliant to make my travel easier, which in turn makes it easier for everyone else too."

# CHALLENGES: PARKING

Enhancing and better integrating parking along the corridor.

## KEY CHALLENGES

- Current rush hour restrictions limit on-street parking for potential patrons passing through district during commute
- Limited off-street parking opportunities
- Historic development patterns place parking lots behind buildings, which is beneficial for supporting a pedestrian atmosphere, but challenging when these areas do not feel safe
- Lack of coordination between stakeholders who need parking at different times and could share lots
- Very limited parking options at the east end of the district

The Buckeye Road corridor is primarily a commercial district. While 22% of residents are regular transit users, nearly 80% of survey respondents noted that they access the businesses along Buckeye Road via personal vehicle. Parking is an issue that dominated many conversations about the street. Independent businesses depend on the access provided by on-street parking spots. Some institutions cannot accommodate all staff parking on site but note safety concerns

regarding the use of shared parking behind existing vacant buildings.

An in-depth analysis of parking locations and uses was conducted on three different days at multiple time periods, resulting in an understanding of current use levels and shortfalls. This data was balanced with anecdotal information from merchants and residents that indicated the need for close proximity parking to overcome current safety concerns. The consideration of providing off-street surface parking lots along Buckeye requires careful consideration. If buildings are removed to create parking, important elements of the district's character will be lost, creating a less desirable location. Likewise, perceived walkability is impacted by a strong built edge. Additional gaps in this edge created by surface parking lots could have a negative impact on the area's walkability.

### Buckeye Road Parking Analysis

		Maximum Observed	Spaces Available
North Side Buckeye			
S Moreland	E 130th	2	5
E 130th	E 128th	1	2
E 128th	E 127th	0	5
E 127th	E 126th	0	2
E 126th	E 125th	6	4
E 125th	E 124th	1	8
E 124th	E 122nd	2	0
E 122nd	E 120th	1	8
E 120th	E 119th	3	2
E 119th	E 118th	2	5
E 118th	E 117th	3	10
E 117th	E 116th	5	3
E 116th	MLK	3	44
MLK	E 108th	0	2
E 108th	E 106th	0	10
E 106th	E 105rd	0	11
E 105rd	Shaker	0	33

		Maximum Observed	Spaces Available
South Side Buckeye			
Shaker	E 99th	0	2
E 99th	E 100th	0	7
E 100th	E 102nd	0	7
E 102nd	E 104th	0	8
E 104th	MLK	0	23
MLK	E 111th	1	7
E 111th	E 112th	4	7
E 112th	E 114th	6	10
E 114th	E 115th	0	4
E 115th	E 116th	1	4
E 116th	E 117th	7	7
E 117th	E 118th	1	5
E 118th	E 119th	0	5
E 119th	E 120th	3	5
E 120th	E 121st	0	0
E 121st	E 123rd	3	0
E 123rd	E 125th	3	1
E 125th	E 126th	5	13
E 126th	E 128th	0	6
E 128th	E 130th	3	2
E 130th	S Moreland	5	12



"My business on Buckeye Road is currently struggling. I hope that a reimagined corridor can improve things by attracting new customers and making it easier for them to access my business. Providing adequate parking is very important, but the environment also needs to be more inviting. I hope that merchants continue to have a say in how improvements are added to the district."



# CHALLENGES: TRANSIT FACILITIES

*Improved transit waiting environments.*

## KEY CHALLENGES

- 80% of transit stops within the district do not include shelters of any sort
- Few transit waiting area amenities exist along the street
- High percentage of transit users in this area are elderly and mothers with children
- Transit waiting areas are perceived as dark – making their use feel less safe at night
- Bus stops lack supportive amenities like schedules, charging stations, places to rest or lean, shade and/or protection from the elements
- Current shelter designs along street have breakable panels that are not quickly replaced when damaged

The Buckeye neighborhood is well-served by public transit. Two rail lines and 4 bus lines are accessible to Buckeye residents and visitors, with 24 bus stops within the project area.

Residents regularly noted the need for improved transit waiting environments, as 80% of these stops are characterized by a transit sign on a utility pole. As many of the transit users in this

area are mothers with children and seniors, the need for additional amenities to support greater comfort and ease of use is an important one. Many transit users spoke of a desire to have shelter from the elements, improved lighting for increased visibility and safety and a place to sit while waiting.

The Greater Cleveland Regional Transit authority has been an important partner in this planning process, and we acknowledge that it is not possible under current funding to provide shelters at all of the stops in the system. It is important to explore opportunities for alternative funding sources to support enhanced waiting environments.



“I live in Woodland Hills, and I frequently ride the bus with my young son. It can be a hassle waiting for the bus with our belongings and things like groceries, especially when there aren’t any benches to sit on or coverings to protect us from the weather. Better bus stops and waiting environments would make a big difference for us.”



# CHALLENGES: BIKE FACILITIES / MICRO MOBILITY OPTIONS

*Improved bike infrastructure and multimodal travel.*

## KEY CHALLENGES

- Chaotic traffic patterns along Buckeye create an unfriendly environment for bikes
- Clear connections to existing bike infrastructure are lacking
- Narrow roadway along Buckeye limits the incorporation of designated bike lanes
- Side street alternatives do not feel safe to many residents
- Sunken tracks for rapid transit line at northern edge of planning area limit north-south connections
- Lack of bike amenities (bike racks, fixit-stations, clear directional signage for connections to existing routes) at businesses and parking areas within district to support customers who wish to arrive by bike
- Narrow roadway along Shaker prevents the inclusion of designated bike lanes

This process has included the voices of many who would like to use their bikes to travel in and around the community but do not feel safe within the current environment, and those who do bike and wish for improved facilities. Bicycle infrastructure and micro-mobility options are an

important part of a Complete Street approach.

Existing north-south routes along Martin Luther King Jr. Drive, East 116th Street and Opportunity Corridor provide connections to the University Circle area and the Lake to Lakes Trail, which connects to other east side bikeways. Key elements of a bike network are in place, but additional legs would increase access and usability.



“As a cyclist who frequents nearby neighborhoods, I want to be able to ride my bike along stress-free routes where I don’t have to worry about speeding traffic. Dedicated bike lanes and connected multi-modal travel networks are very important to me so I can safely get to where I’m going without using a car.”



# CHALLENGES: NEIGHBORHOOD GATEWAYS AND IDENTITY

*Celebrating Buckeye's history, heritage and identity.*

## KEY CHALLENGES

- Limited space at primary corridor entry point – intersection of E. 116th & Buckeye
- Very different environments / experiences at each of the primary and secondary neighborhood gateways
- Lack of signage and wayfinding
- Negative perceptions of area identified by some, due to recent disinvestment

Buckeye's history is rich and its future has great potential. The current physical condition of the corridor does not convey the special qualities of this place. One exception is the richness of the arts here. Murals, sculpture, sidewalk insets, galleries and more hint at the vitality of this place that residents recognize.

This is a tremendous place from which to start to begin to layer in additional elements that communicate a sense of visual cohesion and unique identity.



"I love to jog, walk and explore the neighborhood. In particular, I'd like to know how to better access nearby parks and green spaces. It would be great if there was more wayfinding and signage to direct me to these places, and to help reinforce my neighborhood's amazing identity and sense of place."



# CHALLENGES: DEVELOPMENT

*New investment and development in the neighborhood.*

## KEY CHALLENGES

- Many vacant buildings along the Buckeye Corridor have experienced years of disinvestment, making their stabilization and rehabilitation more challenging
- New businesses locating in the Buckeye neighborhood will encounter access issues during two seasons of sidewalk and roadway reconstruction
- Valid concerns about gentrification require an intentional approach to ensuring that affordability is maintained as the corridor undergoes physical improvements
- Limited publicly-owned vacant parcels along the corridor will require the need to acquire property to create new mixed use development projects
- Additional transit oriented development is needed in close proximity to transit stations, particularly at the west end of the corridor

The community has identified the need to address the significant number of vacant buildings and spaces along the corridor. Infill development is desired for areas where gaps exist in the urban fabric of the street.



“As a Buckeye resident, I’d love to see more investment in this neighborhood. There is a lot of potential in many of the vacant storefronts along Buckeye Road to revitalize the properties and bring new life to the corridor. In particular, I think it would be great to start my own business here. A refreshed sidewalk and renovated storefront space would be the perfect place for me to do this.”







TEST

# 4

EXPLORING IDEAS FOR A VIBRANT NEIGHBORHOOD STREET



## TEST

*Setting the stage for design concepts*

This is not about rebuilding the street with the same details and approach that have been utilized for decades. This work is about rethinking the details of how infrastructure improvements are done to better serve the needs of the residents and stakeholders while helping to position the community at the forefront of change. This is also about creating a bigger vision for the community. The first phase of this vision will be implemented with the resurfacing project, but the repositioning of the Buckeye Road Corridor needs to go beyond the initial work in scope and aspiration.

The work is about balance – details that are practical but visionary; design that is flexible to accommodate change but clear in its

purpose. Each step of the way we have asked ourselves how we could make the process better, to achieve more responsive results and to empower the community to champion their vision.

The following section places identified community and client priorities at the forefront of design explorations. We review applicable details and ideas from other places to guide the work as well. Finally a series of design vignettes explore details to begin to build a 21st Century Street.

### **Project Priorities**

We heard...

- Provide safety features – enhanced lighting,





smart signals, (touch free) pedestrian-controlled crossing, cameras, more crosswalks, decreased crossing distances, traffic calming measures.

- Find creative and responsive approaches to providing parking to support neighborhood businesses.
- Provide new trees, public space and easily maintained landscaping that add beauty and value to the street.
- Remove excessive power poles, consolidate and consider relocation to clean up the sidewalks.
- Support the historic character of the district through renovation of existing buildings and sensitive new construction.
- Support public transportation users with

improved transit waiting areas.

- Incorporate new technologies and details that position this corridor as a street of the future.
- Limit negative impact on existing businesses along the corridor during construction and make long-term maintenance a priority.

These priorities provided the framework for exploring a range of concepts and designs.



## DESIGN DIRECTIVES

*Setting direction with a clear series of goals that consider the corridor comprehensively*

To set the framework for exploring design concepts, our team considered 3 key questions:

- How does it look?
- How does it work?
- How does it serve the neighborhood?

A successful design must positively address all three.

### **Declutter the sidewalk**

Buckeye's sidewalks must be viewed as a critical part of neighborhood mobility. Their design and details need to support comfortable pedestrian movement and access to the businesses that depend on an active pedestrian atmosphere.

### **Improve pedestrian and traffic safety**

Balance is critical to ensuring the safest environment for pedestrians and vehicles. Traffic calming measures, predictability of movement and visibility are critical.

### **Meet parking needs for amount and location**

Parking presents one of the biggest challenges for the corridor. A thriving commercial district needs supportive and well-positioned parking.

Parking proximities are dependent on safety and comfort. As storefronts are opened and the sidewalks are reactivated, people will feel more comfortable parking farther from their destination. In the meantime, lighting, visibility and destination proximity are most important.

### **Create comfortable and beautiful pedestrian space**

The public realm is important for communicating the values and aspirations of a community. History and the arts are part of Buckeye's story. Durability and ease of maintenance are critical. Safety and supportive details will add greater activity along the street. A Buckeye identity conveyed through as many details as possible will help to create memorable connection to this place.

### **Support public transportation**

The Buckeye experience is tied closely to public transportation. Details along the street and sidewalks must support transit use and system connectivity. Locations, paths, transit waiting environments and wayfinding must be considered in the context of the transit user.









## **NARROW STREETS**

*Learning from other narrow streets to best understand how to maximize impact*

To understand details and approaches that could be considered for the Buckeye Road corridor, we looked at local, national and international examples.

Larchmere Road's clearly articulated and permanent on-street parking helps to provide a buffer between the narrow sidewalk and traffic. Pedestrian crossing details provide increased visibility along Mayfield Road in Cleveland's Little Italy neighborhood, and narrow amenity zone and landscaping details add color and character. Ann Arbor has long been a champion of balanced streets and forward-thinking details, including early approaches to parklets and bike infrastructure. Baltimore's Cross Street Market area uses color, lighting and unique

outdoor seating to bring an exciting energy to its narrow streets. Montreal is a city that has widely embraced the idea of rethinking how its public realm can better serve its neighborhood commercial districts. Narrow roadways have been rebalanced to accommodate an impressive network of bike lanes and facilities, and the widespread use of parklets of all types and sizes has expanded usability along narrow sidewalks.

Lessons taken from this analysis highlight the ability to create supportive and balanced spaces despite limited real estate.

**LOCAL EXAMPLES: Larchmere Boulevard, Mayfield Road (Little Italy)**



**NATIONAL EXAMPLES: Cincinnati, Baltimore, Ann Arbor**



**INTERNATIONAL EXAMPLES: Montreal**





## **BLACK BUSINESS DISTRICTS**

*Learning from thriving black business districts to understand how culture can influence a corridor*

Buckeye Road is an important Black business district within the City of Cleveland – one that needs to be strengthened through improved infrastructure and maintenance as well as features and programs that support local and independent Black-owned businesses. The heritage of this corridor needs to continue to be reflected in all elements of its development – through public spaces and programming, public art, signage, amenities and more. What has been made absolutely clear through this process is that improvements to the corridor MUST NOT lead to gentrification and the pricing out of current residents and stakeholders. Intentional steps must be taken to prevent this from happening, and the community must be at the lead in charting a desired path.

Black business districts across the country were studied to understand strengths, challenges and applicable details. Washington, D.C.'s U Street provides a particularly relevant example regarding gentrification. As national businesses began to infringe on the district and push local owners out, the area formed a strong merchant's association to take a more

active role in supporting local businesses and combating gentrification.

The Sweet Auburn District in Atlanta owes its vibrancy to an engaging mix of locally-owned businesses, a well-designed public realm and proximity to historic tourist sites. Narrow streets throughout this district successfully balance transit, access and a welcoming pedestrian realm.

Chicago's Bronzeville neighborhood places a strong emphasis on the neighborhood's history to balance development that has brought new housing and commercial spaces to the area. A focus on arts and culture here helps to accommodate the new with the old.





BRONZEVILLE - CHICAGO

U STREET - WASHINGTON, D.C.



SWEET AUBURN - ATLANTA

BUCKEYE ROAD - CLEVELAND



# 21st CENTURY STREET

*Forward-thinking street design.*

The City of Cleveland and ULI recently conducted an excellent symposium on building 21st Century cities. It's critical that we think about how we position streets like Buckeye to lead this work as part of their reconstruction and use this opportunity to build a new 21st Century Street prototype for the City of Cleveland. This means positioning streets that are being designed now with flexibility to accommodate new technologies as they become available. It also means that we need to achieve a better balance with our corridors to continue to serve a wide range of needs. This isn't about moving as much traffic through as possible; it's about creating spaces for a range of safe movement and connections. These are places – not cut-throughs – and a forward-thinking approach must be utilized to support this.

To help get to a definition of what constitutes a 21st Century Street we have explored a range of potential details that have been considered within this process. Applicable 21st Century Street details are identified on the design approaches on the following pages.

## Smart street details

- High-efficiency lighting (LED)
- Smart lighting technology – light levels, maintenance
- DOT ranked cameras
- Electric vehicle charging stations
- Smart parking meters
- Parking sensors
- Touch screen kiosks
- Gunshot detection
- Speed detection
- Weather and atmosphere sensors
- Decibel meter
- Air quality monitor
- 5G capability
- App alerts when people pass through the intersection (activities, programming, etc)
- Sensors that record traffic levels – pedestrian and vehicular
- Sensor payload on service vehicles to document roadway/pavement conditions
- Ground penetrating radar to understand underground conditions that may need attention to manage roadway maintenance
- Tech-enabled wayfinding
- Flexibility and adaptability

## Green / sustainable details

- Expanded street tree canopy to add shade, curb heat island effect, clean air pollution, and intercept stormwater surface runoff
- Permeable pavement in parking lanes, sidewalks, bike lanes and multi-purpose trails
- New types of landscaping – native plants, xeriscaping, strengthen local biodiversity, support pollinator species
- Water management and drainage
- Bioswales and rain gardens at grade in tree lawns and frontages to collect runoff from hard surfaces, filter pollutants, and infiltrate back into the ground
- Stormwater bump outs and infiltration planters
- Curb cuts / drains to allow permeability for roadway runoff

## Complete Street details

- Interconnected transportation options that create redundancy and flexibility
- Details that support low-emission modes of transportation such as mass transit, biking, or walking

- Continuous pedestrian paths that are separated from vehicular paths
- Short crossing distances at intersections
- Incorporation of landscaping between pedestrian paths and the roadway
- High-visibility crosswalks
- Street furniture and amenities
- Appropriate lighting levels for safe pedestrian, bicycle and vehicular movement
- Pedestrian refuge islands at wide crossings
- Curb bump outs at corners
- Clear pavement markings
- Bicycle storage and parking facilities

#### Universal accessibility details

- Equitable access to safe, accessible, multi-modal transportation options
- Pedestrian path that is clear of obstructions
- Smooth, slip resistant walking surfaces
- Buffer area between walking path and traffic
- Sidewalk and path width of 6-10 feet
- Sidewalk and pathway materials that minimize impact of freeze-thaw cycle
- Crosswalk signal timing to accommodate elderly and mobility-challenged pedestrians
- Audible crossing signals
- Driveway slopes/flares that occur outside of the pedestrian path
- Detectable warnings between transitions
- High-visibility crosswalks through striping and/or material change

#### Vision Zero details

- Minimum lane widths
- Physical barriers / buffers between bike and vehicle lanes

- Bump outs at intersections
- High-visibility crosswalks through striping and/or material change
- Pedestrian crossing signals
- Pedestrian crossing lights and beacons as needed at intersections and key mid-block crossing points
- Clear drop-off and pick-up zones
- Maintenance plan for sidewalks
- Increased focus on transit use
- Reduced speeds
- Increased emphasis on Safe Routes to School paths

#### Equitable design details

- Removal of excess and unused light and utility poles
- Access to neighborhood broadband
- Maintenance plans for long-term sustainability
- Resident and stakeholder leadership in design decisions
- Climate resiliency through street trees and supportive landscaping
- Community-driven art and identity elements
- Justice at the core of decision-making
- Safeguards to protect existing residents and counter gentrification as improvements occur
- Community wealth-building

#### Neighborhood priorities

This is not about repaving the street with the same details and approach that have been utilized for decades. This work is about rethinking the details of how infrastructure

improvements are undertaken to better serve the needs of the residents and stakeholders while helping to position the community at the forefront of change. The work is about balance – details that are practical but visionary; design that is flexible to accommodate change but clear in its intent. Each step of the way we have asked ourselves how we could make the process better, to achieve more responsive results and to empower the community to champion their vision.







# STREET OPTIONS

*Multiple design scenarios for the Buckeye Road corridor.*

## Potential Roadway Cross Section

NOACA's Complete and Green Streets Policy provided a framework to guide the recommendations of this plan through the focus on creating a transportation system that is "more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected and sustainable transportation options." (<https://www.noaca.org/home/showpublisheddocument?id=25242>)

The following were common comments brought up by the community that has led to a confusing pedestrian experience or a perceived safety issue along the corridor:

- Buckeye Road is too narrow for two lanes each way;
- Buckeye Road lane markings are not consistent throughout the corridor.
- On-street parking during non-restricted hours creates a non-uniform curb lane availability;
- Sidewalks are too narrow with limited buffer to the curb, and the roadways are unsafe for bicyclists;
- The 116th Street intersection was mentioned several times as a safety concern;
- Speed at times is an issue, especially during off peak hours.

The project team looked at ways to address these concerns. During analysis, both the traffic data and crash data support the following road diet to be implemented to meet their concerns:

- One lane of traffic each way;
- Dedicated left turn lanes at signalized intersections;
- Bike Lanes and/or sharrows;
- Dedicated On-Street Parking Lane and/or Amenity Zone.

As a result, the proposed roadway cross sections provides a clear layout where each mode of use is clearly defined along the corridor. The roadway provides a uniform approach to each user as follows:

- **Providing a consistent one lane of traffic in each direction** would remove the confusion of vehicular movements along the corridor. Drivers have one lane each way to follow and a separate turn lane at signalized intersections. A turn lane at the intersection will reduce the opportunity of queuing through traffic from pulling around traffic to continue on and also allow for the potential of a protected left turn signalized movement. Also, one lane in each direction allows for traffic calming and prevents two lanes of traffic from moving at different speeds, improving motorist safety.

- Bicyclist are provided the opportunity to use **a dedicated bike lane along the west end of the corridor up to MLK.** This creates a link for the Buckeye community down the hill to the Buckeye/Woodhill transit station. In addition, side streets within the corridor can connect to this dedicated bike lane via the roadway that will be marked with sharrows. Today, bicyclists have to weave in and out of cars parked along the curb; knowing they have the same legal right to the travel lane as automobiles will improve safety.
- The 1.4 mile corridor includes different characteristics along its length. Community conversations explored ways to incorporate both on-street parking and bicycle facilities within the narrow right-of way. It was identified that **on-street parking was a higher priority between Martin Luther King Jr. Drive and South Moreland Boulevard,** and a lower priority between the Woodhill/Buckeye/Shaker intersection and Martin Luther King Jr. Drive. Parking demand is higher to the east of MLK where the commercial district is located. Here, the dedicated bike lane is replaced by a dedicated parking lane/amenity lane. This provides an upgrade that is clear and easily understood by the traveling public. This

removes the restricted parking/lane use during portions of the day, and along with the use of bump outs, helps create a hard barrier for the parking lane. Bump outs, parklets, bike lanes, and/or on-street parking would provide a barrier to prevent vehicles from legally passing cars along the curb lane.

- **Bump outs** have been recommended based on community needs, and have been explored on both sides of Buckeye Road at the intersection with E 116th Street but now are being considered solely on the south side of the street. Bump-outs would benefit the street's safety in three key ways: 1) Increased pedestrian visibility as a result of improved sight distances; 2) Reduced distance/time that a pedestrian requires to cross the roadway; 3) Traffic calming by reducing vehicle speeds as a result of a visual narrowing of the roadway.
- However, while mid-block bump outs present an important tool for calming traffic and improving pedestrian safety, the Buckeye corridor presents a unique situation that impacts their potential use. The eastern end of the corridor is characterized by short blocks and offset intersections. This creates a situation that limits on-street parking when intersection

offsets (the distances required for parking to be set back from intersections for visibility) and numerous transit stops are added to the mix. Physical bump outs (where doable) would create additional offsets, reducing available parking further. We recognize, however, that a balance must be struck between improving safety and supporting the businesses that make up the district. Because of this, the only formal recommended location for permanent bump outs is the East 116th intersection.

- It should also be acknowledged that there is a desire to put elements in place that prevent cars from using an empty parking lane as a driving lane. While the **parklets** are intended to support this approach, it is not likely that they will be located in enough blocks to fully prevent this situation. **The consideration of markings and delineators** can be a non-permanent way to manage traffic as the district evolves around the new patterns and is recommended. This semi-permanent approach can also help to identify where future permanent bump outs may make sense for the district.
- Pedestrians are provided a clear picture as to how the road operates, and **the number of travel lanes required to cross is reduced at key intersections from four**

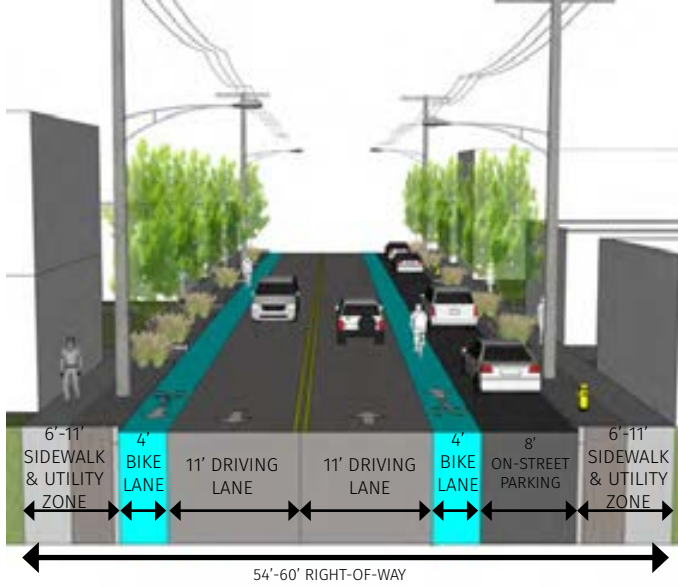
**to three.** Also, providing a small bump out at the E116th Street intersection reduces the distance needed to cross. A dedicated left turn lane clearly shows the intent of the motorist at the signalized intersection as through traffic flows past and the pedestrian does not need to guess as to whether or not a car will pull around another that is waiting to turn left.

- **The dedicated bike lanes, parking lane and bump out/amenity zones** provide an additional buffer between the pedestrian zone and the vehicles traveling along the corridor. This improves both actual and perceived pedestrian safety for street users.
- **Public transit users are provided a separate pull off deceleration lane** along the curb where buses loading and unloading passengers are out of the traffic through-lane. This reduces the need for cars to pull around them, mitigating a potential safety concern along the road.

The decision was made to create two street layouts to reflect the different needs of the corridor: East of Martin Luther King Jr. Drive and West of Martin Luther King Jr. Drive. There has also been a street layout at the East 116th Street Intersection. Each of these are detailed on the following pages.



### OPTION A: ON-STREET PARKING & BIKE LANES

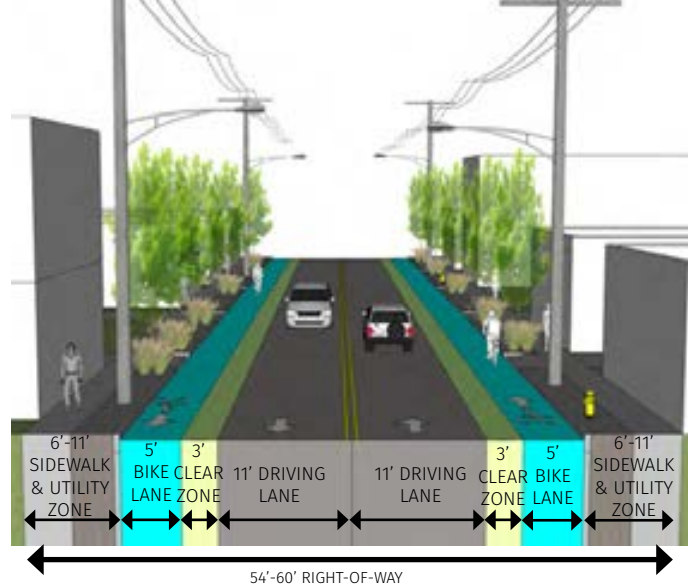


To accommodate dedicated bike lanes and on-street parking, we explored the removal of parking on one side of the street and the addition of dedicated bike lanes on each side of the street.

Pros: Fits a little bit of everything into the street.

Cons: Removes critical parking needed to support local businesses.  
Bike lanes are too narrow to support safe movement.

### OPTION B: BUFFERED BIKE LANES

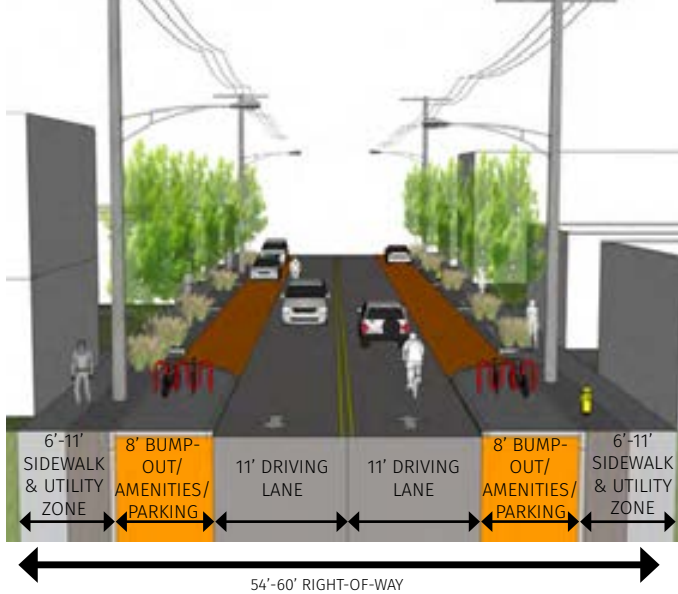


This option removes on-street parking to create buffered bike lanes on both sides of the street.

Pros: Creates a safer experience for bikes within the corridor.

Cons: Removes critical parking needed to support local businesses.

### OPTION C: BUMP-OUTS AT KEY INTERSECTIONS

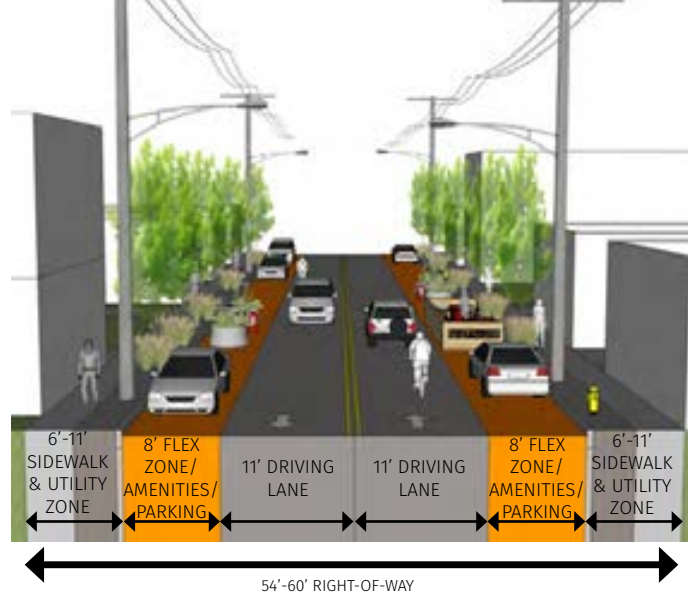


This considers bump-outs at key intersections to support safer crossing for pedestrians and to calm traffic.

Pros: Improved crossing experience, slower traffic through intersections, more space for sidewalk amenities.

Cons: Adds cost to construction, wider turning radii are required to accommodate truck turning movement on the narrow street.

### OPTION D: FLEXIBLE PARKING ON TWO SIDES



This creates permanent on-street parking on both sides of the street within 'flex zones' that can also support parklets, bike parking, etc. where desired to expand public space along the street.

Pros: Maximizes on-street parking for businesses, enables the creation of new pedestrian spaces through the use of flex zones.

Cons: Does not accommodate dedicated bike lanes



# APPROACH: STREET LAYOUT

*East of Martin Luther King, Jr. Drive*



This layout provides one 11' driving lane in each direction and dedicated 8' on-street parking on both sides of the street. The on-street parking occurs within a "flexible zone" which can also accommodate details such as parklets (constructed platforms within a parking space dimension to support seating, outdoor dining, etc.), bike racks and additional landscaping. Where these individual applications occur should be determined by the neighborhood and individual businesses.

Bicycle movement within this section of the corridor is provided via sharrows (markings that designate combined bike and automobile use within the driving lane), due to the narrow

roadway and identified need for on-street parking to support businesses here.

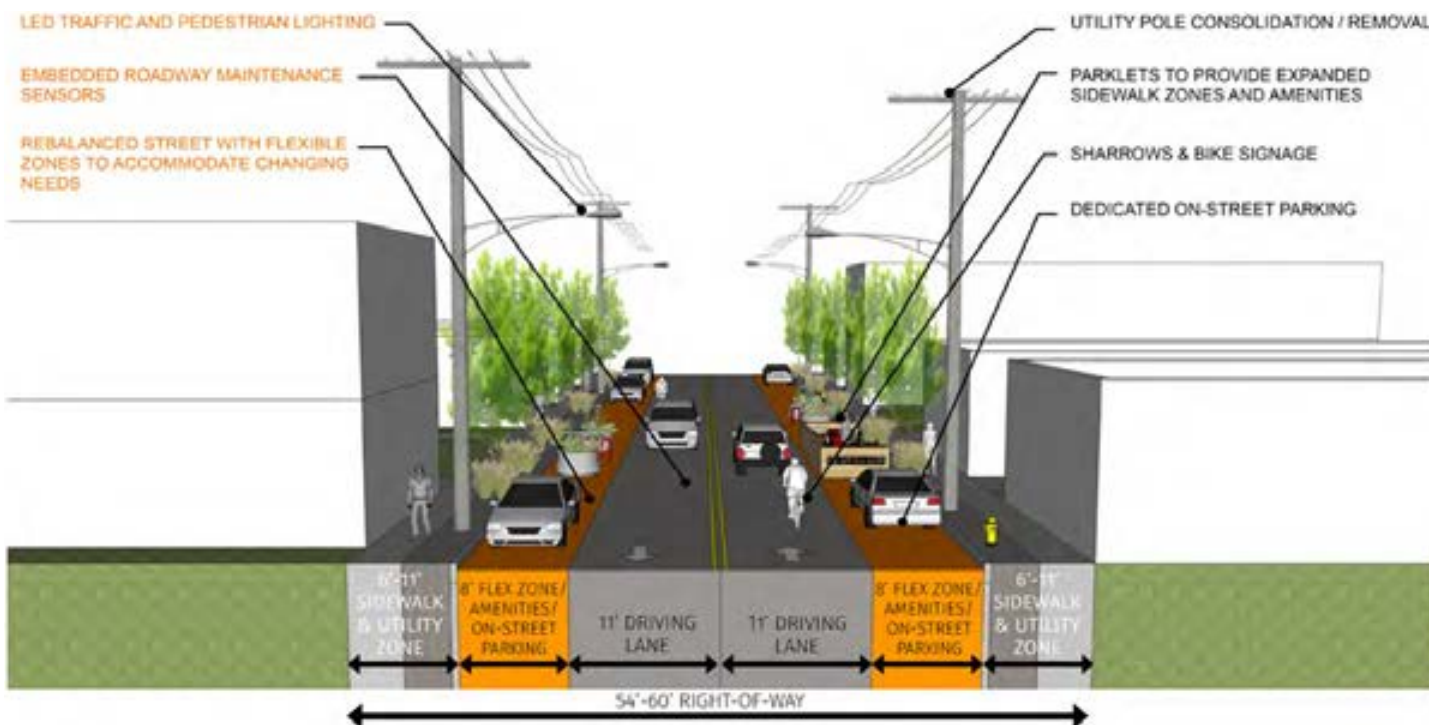
Bus stop areas are designated within the "flexible zone," and the plans accommodate enhanced transit waiting areas within the sidewalk amenity zones (see bus stop details).

As the r.o.w. varies along the corridor, the design seeks to create a flexible but robust series of improvements to the sidewalks and pedestrian areas, including the reconstruction of the sidewalks to support improved mobility, planters and street trees where space supports healthy growing conditions, enhanced crosswalks at key intersections and mid-block

locations and pedestrian amenities such as benches and other seating, trash receptacles and bollards.

## COMMUNITY COMMENTS:

- *Best location for parklets, bike racks to accommodate riders at the E 130th end of corridor*
- *No parklet in front of Muncieez because it's grab and go; across the street is better*
- *Parklets provide bike parking opportunity*





# APPROACH: STREET LAYOUT

*West of Martin Luther King, Jr. Drive*



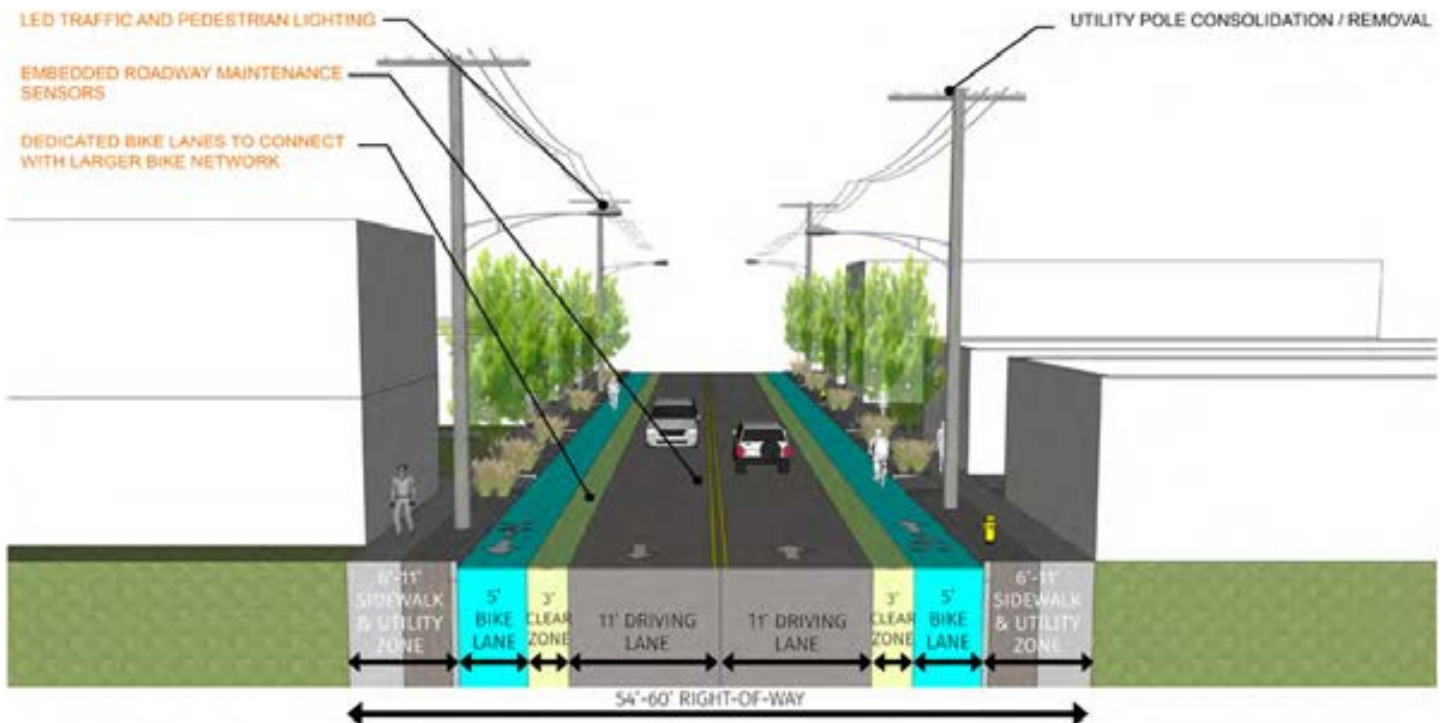
This layout provides one 11' driving lane in each direction and dedicated bike lanes (5' lane + 3' buffer) on both sides of the street. This section of the corridor was identified as a place where on-street parking was under-utilized and not as critical, based on the primarily campus and institutional uses here. This section of the corridor has direct connections to existing neighborhood bike infrastructure at Martin Luther King, Jr. Drive.

As the r.o.w. varies along the corridor, the design seeks to create a flexible but robust series of improvements to the sidewalks and pedestrian areas, including the reconstruction of the sidewalks to support improved mobility, planters and street trees where space supports healthy growing conditions, enhanced crosswalks at key intersections and mid-block locations and pedestrian amenities such as benches and other seating, trash receptacles and bollards.

The plans within this section of the corridor accommodate enhanced transit waiting areas within the sidewalk amenity zones (see bus stop details).

## COMMUNITY COMMENTS:

- *[Transit] shelter to protect from elements is very important, especially in winter*
- *[Transit] stops should be unique and relevant to the community. How can they look different from the rest of the stops in the region?*
- *Need more lighting*
- *Need more public garbage cans*



# APPROACH: STREET LAYOUT

## East 116th Street Intersection



The proposed layout at the Buckeye Road and East 116th Street intersection incorporates one 12' driving lane in each direction and a left turn lane in both the east-bound and west-bound directions to better accommodate the turning movements that occur here. This configuration provides additional space that is added as 4' bump-outs located on the south side of street will shorten crossing distances while providing additional sidewalk space for businesses there.

The additional space at the intersection provides room for pedestrian amenities.

Bollards are also provided to create a visual and physical buffer between traffic and pedestrians.

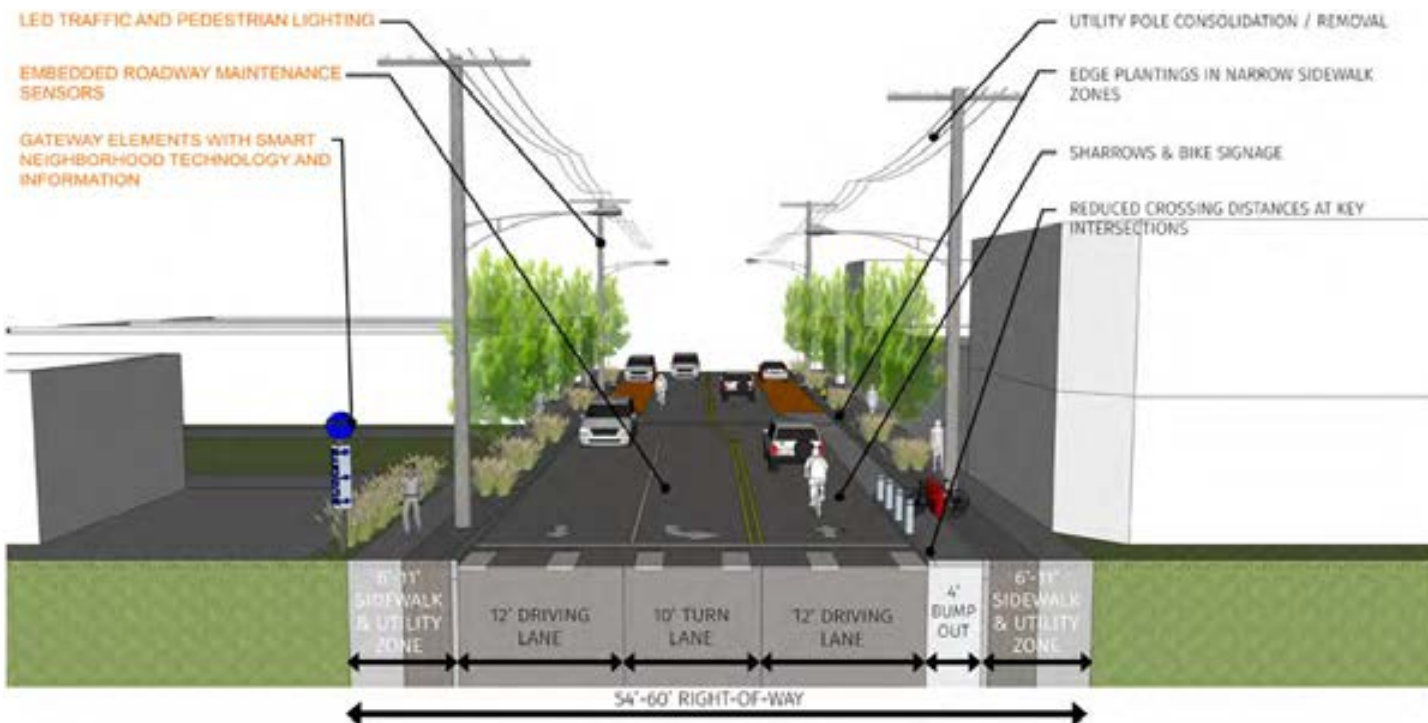
Enhanced crosswalks in this area include

special paving and high visibility markings.

Audible signals would support improved mobility for pedestrians with visual challenges.

### COMMUNITY COMMENTS:

- *E. 116th and Buckeye is the spot where a big public art piece should go*
- *Public art fencing along vacant lots or fast food restaurants (Rally's)*
- *The center can define the corridor, not just the ends*
- *Keep corners as highly visible as possible for pedestrians*
- *Safer intersections for cycling*







# APPROACH: SIDEWALK

*Enhancing pedestrian accessibility.*

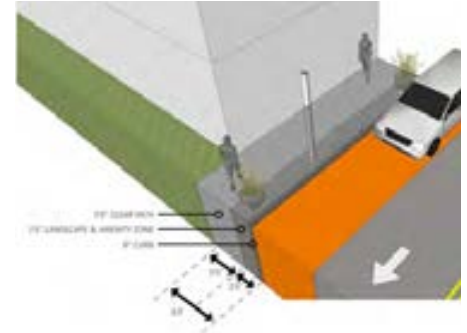
Buckeye's sidewalks are a critical part of the district's experience. As residents have described these spaces as cluttered, tight and hard to maneuver, it is important to rethink these spaces in a manner that supports safe and comfortable pedestrian movement. The consolidation of utility poles through the repaving project will remove a significant amount of visual clutter.

An approach to rethinking the sidewalk spaces along the corridor takes a detailed look at the varying widths to identify the elements and amenities that can be accommodated. All of these approaches seek to create an edge treatment that serves as a buffer between the pedestrian and vehicular zones in the form of planting areas and street furniture placement. Narrow sidewalks cannot accommodate landscaping beyond above-ground planters, but options have been provided that include sidewalk planting areas and street trees where space will allow healthy growth.

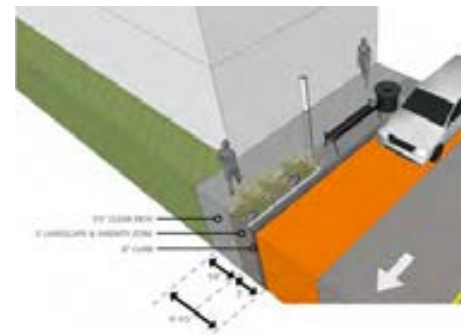
## COMMUNITY COMMENTS:

- *Place trees carefully – spaces that will support healthy growth*
- *Don't block business signage with trees*
- *Certain amenities likely to be best focused on eastern end of corridor, but could expand as the needs change*
- *Utilize spots like the front of Buckeye Plaza to incorporate additional landscaping*
- *Provide a range of landscaping options to animate public space*
- *Utilize existing poles that remain to incorporate opportunities for art, light fixtures, planters*
- *Standard crosswalk detail – color, timing to support safe crossing, signage, lighting*
- *Awnings, other types of coverings to provide protection from elements*

## 8.5' Sidewalk Option



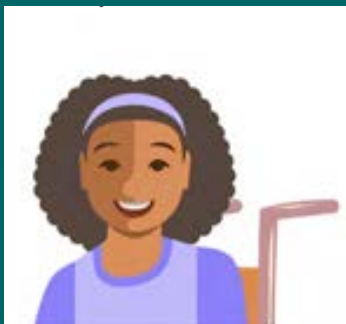
## 9'-9.5' Sidewalk Option



## 10'-10.5' Sidewalk Option



## 11'-12' Sidewalk Option



"Sidewalk improvements along Buckeye Road will be very helpful. Current conditions make the narrow spaces hard to navigate, especially for someone in a wheelchair. Landscaping and amenities like benches will provide shade, a buffer from traffic and places to stop along the street."

## APPROACH: SIDEWALK - PARKLETS

*Providing new community spaces to gather, relax and enjoy.*

In an effort to expand sidewalk space to support a range of activities, the use of parklets is recommended in the eastern end of the district. These are typically platforms placed in on-street parking spaces to extend the sidewalk, and they can include seating, bike storage, public art and more. This approach is not widely used in the city of Cleveland (but has found great success elsewhere), creating an opportunity for the Buckeye neighborhood to lead this approach to creative space utilization and the rebalance of streets in neighborhood commercial districts.

Locations must be coordinated with business owners to ensure that they are supporting businesses and not removing parking in critical locations.

Designs reflect basic building materials and details that allow flexibility in construction and the ability to remove and store the parklets during the winter months to support snow removal.

### COMMUNITY COMMENTS:

- *Parklets likely to be best focused on eastern end of corridor, but could expand as the needs change*
- *Store owners should determine where parklets would be most helpful vs. parking in areas with heavier commercial activity*
- *A modular design with a series of "plug and play" amenities / features (such as fencing, landscaping and seating) would be helpful for easy assembly, disassembly and storage*
- *These could be used in front of barber shops for extra waiting areas*

### Assembled Parklet - No Amenities



### Assembled Parklet - With Amenities



### Disassembled Parklet - Storage Size



"While the new permanent on-street parking will definitely help my business, I think adding a parklet in front of my business could be a good option, too. This could provide a unique new space for my customers while helping the street feel more active. I like the idea of the Buckeye neighborhood leading the city with the use of parklets. This could bring more business to the area and improve my sales."



# APPROACH: SUPPLEMENTAL PARKING

*Enhancing and better integrating parking along the corridor.*

On-street parking must be maximized to the greatest extent possible on the eastern end of the district to serve existing businesses while enhancing accessibility and safety. The creation of permanent, dedicated on-street parking will make a difference in parking availability, especially during busy rush hour periods when it is currently limited.

As the district continues to evolve and grow through mixed-use development and building renovation projects, there will likely be a need for strategically located surface parking lots to support the district. As these will be utilizing valuable real estate, there is a need for these to provide greater benefit than a typical surface lot provides.

The concept for a new parking prototype includes support for multiple modes of transportation, including electrical vehicle charging stations, bike parking and space for fleet vehicles, bike maintenance stations,

covered bike and scooter parking as well as sustainable site details that provide stormwater and supplemental solar lighting. This approach allows these lots serve a much greater role in positively supporting neighborhood mobility.

## COMMUNITY COMMENTS:

- *Maximize on-street parking*
- *Some surface lots may be okay (especially in the near term to support businesses during construction), but don't compromise historic character of street by tearing down historic buildings that can be renovated*
- *Must solve parking issues / congestion around East 116 intersection*
- *Strong signage needed to help people find lots behind buildings*
- *Lighting and details to support safety when accessing off-street parking*
- *Parking solutions are most needed between East 120 and South Moreland Blvd.*
- *Parking pulled back from corners and crosswalk areas to maximize visibility*
- *Use new off-street parking lot design to solve multiple needs (bike facilities, additional landscaping, public space, bus stops)*



"Since I need to attract new patrons to my business, adding new parking opportunities along Buckeye Road would be fantastic. This would allow even more people to easily access my storefront and provide a safe parking space in close proximity."



## BUCKEYE ROAD - PARKING LOT PROTOTYPE A

A prototypical surface parking lot design for narrow corner parcels. This is a one-way lot with angled parking spaces. A side and front yard setback is intended to provide opportunities for visual buffering and landscape elements. Number of spaces will vary by parcel depth.

### FEATURES

- Public amenity in front buffer zone (art, seating, transit waiting area - depending on location)
- Smart lighting
- Sheltered parking for bicycles (individ. + bike share)
- Bicycle repair station
- Scooter parking / charging station
- Electric car charging station
- Additional 'street trees' in front setback zone
- Green infrastructure to support stormwater management
- Light colored paving to minimize heat island effects



## BUCKEYE ROAD - PARKING LOT PROTOTYPE B

A prototypical surface parking lot design for midblock or corner parcels. A side and front yard setback is intended to provide opportunities for visual buffering and landscape elements. Number of spaces will vary by parcel depth.

### FEATURES

- Public amenity in front buffer zone (art, seating, transit waiting area - depending on location)
- Smart lighting
- Sheltered parking for bicycles (individ. + bike share)
- Bicycle repair station
- Scooter parking / charging station
- Electric car charging station
- Additional 'street trees' in front setback zone
- Green infrastructure to support stormwater management
- Light colored paving to minimize heat island effects





# APPROACH: TRANSIT STOPS

*Improved transit waiting environments.*

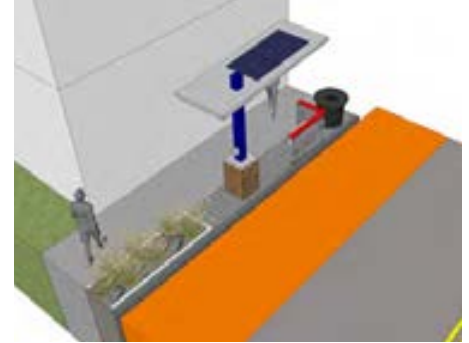
Transit use in the Buckeye Neighborhood is high, and residents noted the challenges of waiting for buses at stops that lack the shelters provided for areas with greater ridership. A prototypical design solution for a mini shelter that incorporates 21st Century Street details can provide a safer and more comfortable experience for those who depend on bus transportation.

This shelter provides a south-facing, overhead roof piece that incorporates solar panels to power safety lighting and recharging stations. This also provides some shelter from the elements. A raised 'table' space provides a spot for leaning and/or setting down items while waiting for the bus. A small seat cube provides a spot to rest. A series of art panels wraps the space on two sides, adding color and character while providing splash and physical protection from adjacent traffic.

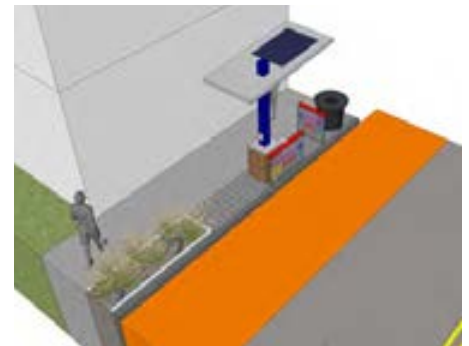
## COMMUNITY COMMENTS:

- *Some sort of shelter is important at stops along this corridor. Many elderly residents, mothers with small children use transit here, and protection from the elements is critical.*
- *Seating is important*
- *Durable materials are needed – glass /plexiglass is often broken*
- *Supplemental lighting is needed at stops*
- *Wi-Fi, real-time bus information, community information helpful*
- *Transit stops should feel unique to Buckeye (art, positive messages, color, history, etc.) – they should be uplifting*
- *Heat lamps would be a great addition*

## Transit Stop Option A: Large



## Transit Stop Option B: Small



"A covered transit stop would be very helpful for my son and I when we have to wait for the bus during bad weather. Having a safe spot for him to sit would be great, and I'd enjoy the built-in charging station, bag hooks, and cup holders. The built-in lighting would be especially helpful at night and would help me feel safer. These small but thoughtful details can really improve the experience of waiting for the bus."

# APPROACH: NEIGHBORHOOD GATEWAYS

*Celebrating Buckeye's history, heritage and identity.*

Key neighborhood entrances and nodes should be reinforced with public art, signage and wayfinding that elevate Buckeye's identity and reinforce its sense of place. The community identified the need for a combination of elements that communicate the heritage and character of the community. These can provide visual consistency while allowing a flexible application across the district.

The East 116th Street and Buckeye Road intersection was identified as the primary gateway to the community. Identity elements here should be vertical in nature and should build in art and light. Bump-outs planned for the intersection will provide space in a very tight area. The incorporation of themed planters will supplement and amenities will supplement a signature art piece. Recognizing that the gateway design elements should be developed by an artist working with the community, this process sought to identify support for this approach and desired locations.

## COMMUNITY COMMENTS:

- *Elements and details can help tie the entire corridor together (colors, signage, banners)*
- *Consider signature lighting along length of corridor*
- *Provide additional artwork at gateway areas – maybe something that happens at all three*
- *Use narrow street to our advantage*
- *Welcome sign and special lighting at East 116 Street intersection*
- *Consider Helen Simpson Park part of the eastern gateway experience*
- *Create safer patterns of*



As I walk through the neighborhood, I would appreciate having additional signage to help direct me to various places throughout the district. I'm proud to call Buckeye home, and I plan to continue to do so as I age. Familiar signs and details along the street provide helpful reminders for residents and visitors alike."





# APPROACH: BIKE NETWORK

*Improved bike infrastructure and multi-modal travel.*

Adding new bike infrastructure and expanding opportunities for bicycling/multimodal travel throughout the neighborhood is important. By integrating both buffered bike lanes and sharrows, along with key wayfinding nodes, a more user-friendly and safe network can be created. These recommendations include the following to create a more comprehensive approach:

**Shaker shared path** – Widened sidewalks on the north and south sides of Shaker Boulevard to create a direct, off-road path between Shaker Square and the Buckeye Woodhill Shaker intersection; Design in a manner to minimize or prevent removal of existing mature street trees..

**Buffered bike path on Buckeye** – Buffered bike lanes to connect with existing infrastructure on Martin Luther King Jr. Drive.

**Neighborhood routes** – Signed bike paths on less busy neighborhood streets.


**South Moreland midway path** – A bike and pedestrian path to connect Shaker Square and Buckeye Road. This can include public art elements and landscaping to provide an engaging and easy connection between the two areas.

## COMMUNITY COMMENTS:

- *Recognition that buffered bike lanes can be incorporated on the western end, but that parking takes precedent on the eastern end of the corridor (along Buckeye)*
- *Create nodes and wayfinding between Buckeye and N/S connections – build a design language around the greater bike network*
- *Provide bike parking throughout district (in parklet areas, off-street parking, wider sidewalk areas)*

- *Don't get caught up in cute bike racks that don't accommodate bikes well*
- *Do provide things like fixit stations*





“Being able to ride my bike between different neighborhoods and destinations is very important to me. The addition of protected cycle tracks and bike infrastructure would be incredible. Especially along South Moreland Boulevard, I’d love to be able to safely travel from Buckeye Road up to Shaker Square, and then continue on to University Circle, Shaker Heights or Cleveland Heights.”

S. Moreland Blvd. Bike Infrastructure



S. Moreland Blvd. Bike Infrastructure



Buckeye Rd. Bike & Scooter Parking; Fix-It Station







# APPROACH: HELEN SIMPSON PARK

*Enhancing this important public space.*

Helen Simpson Park serves an important role as a community gathering space and a visual connector between Shaker Square and the Buckeye Road corridor. While the space hosts a range of community activities, it has the potential to serve a greater role through the incorporation of details that enhance safety, visibility, comfort and visual appeal.

The following ideas were suggested by community members during a Buckeye Road Refresh meeting and should be considered as this park undergoes a series of near-term improvements.

## COMMUNITY COMMENTS:

- *An important location to connect Shaker Square & Buckeye Rd.*
- *It needs a visible focal point to draw people from both places – colorful landscaping, a Buckeye sign for taking selfies, additional seating, built-in game tables*
- *Include attractive edge treatment – lighted bollards, colorful planters*
- *Focus on connections to and through the park – intersection treatment and crossing at S. Moreland / Buckeye intersection, bike lanes through or adjacent to park, walking path*
- *Provide power and Wi-Fi access to support programming*
- *Add an interactive informational kiosk to this space, like the ones in other parts of the city*
- *Enhance lighting for safer evening use – include decorative lighting and/or holiday lighting*
- *Program the park and create spaces that support a wide range of community uses - impromptu performances and drum circles, community fitness programs, a Saturday flea market to complement the Shaker Square Farmer's Market, seasonal activities, festivals and special events*
- *Connect with a community group for long-term maintenance*
- *Work with local arts group Shooting Without Bullets to construct their gallery experience / transit shelter design*
- *Provide parallel parking spaces along eastern and western edges of park to support increased use and provide a physical buffer between the park and traffic*
- *Create head-in parking on south side of park to support businesses at east end of corridor and provide a physical buffer between the park and traffic*



*"As a nature lover, enhancing our community's parks and green spaces would be really special to me. I love being outside, and it is exciting to imagine a refreshed Helen Simpson Park. I'd love to have free public Wi-Fi, enhanced landscaping and plantings, expanded seating areas to relax in, new lighting to make it safer and public art that celebrates the neighborhood's identity."*







COLORFUL LANDSCAPING THROUGHOUT



LIGHTED BOLLARDS ALONG PARK EDGE



SPACE FOR COMMUNITY FITNESS ACTIVITIES



ICONIC, ARTISTIC BUS STOP



HIGHLY VISIBLE ART PIECE TO ANCHOR CORNER



SPACE FOR IMPROMPTU AND PLANNED PERFORMANCES



GAME TABLES THROUGHOUT PARK



HEAD-IN PARKING ALONG BUCKEYE ROAD EDGE



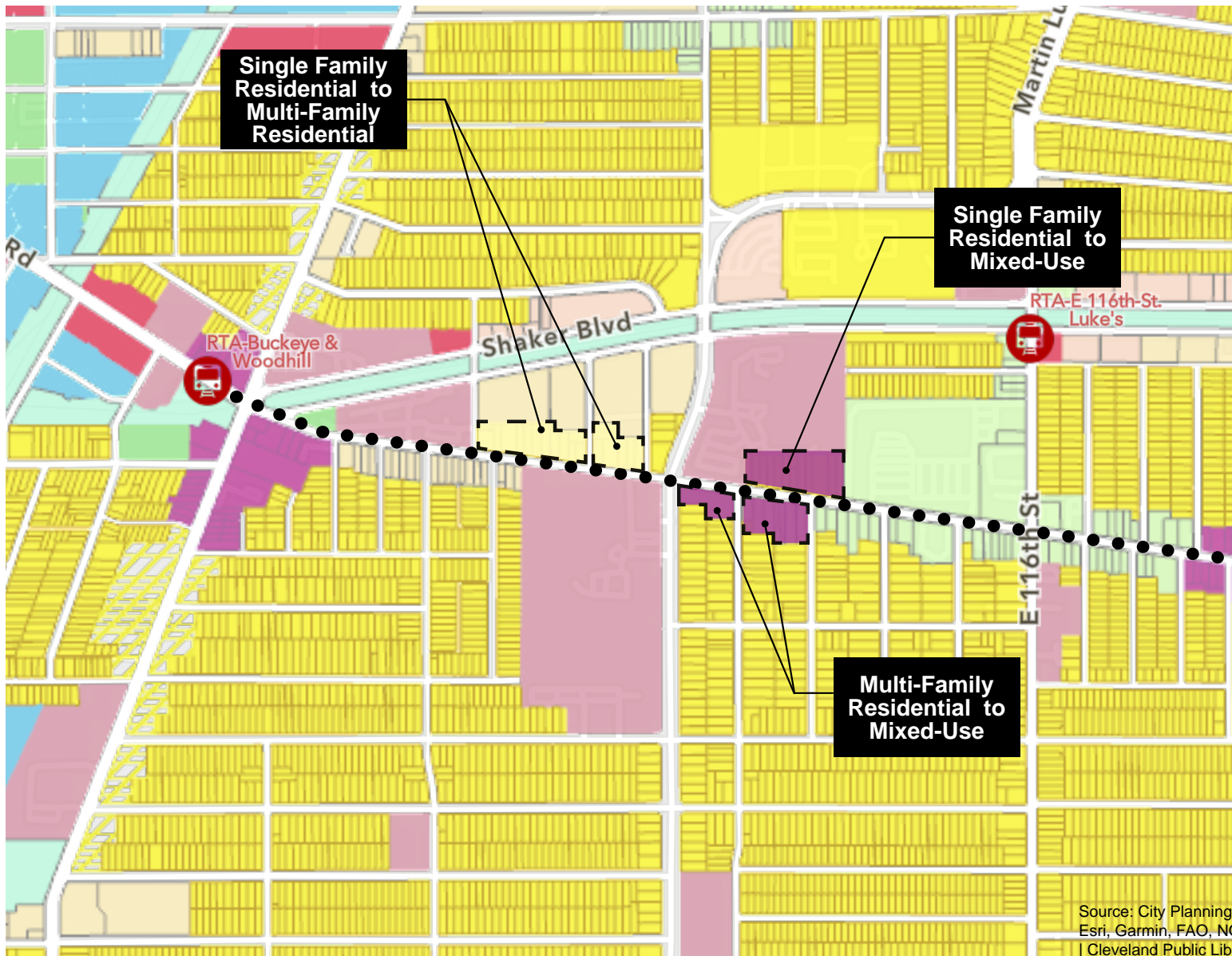


# APPROACH: LAND USE

Reflecting current corridor needs

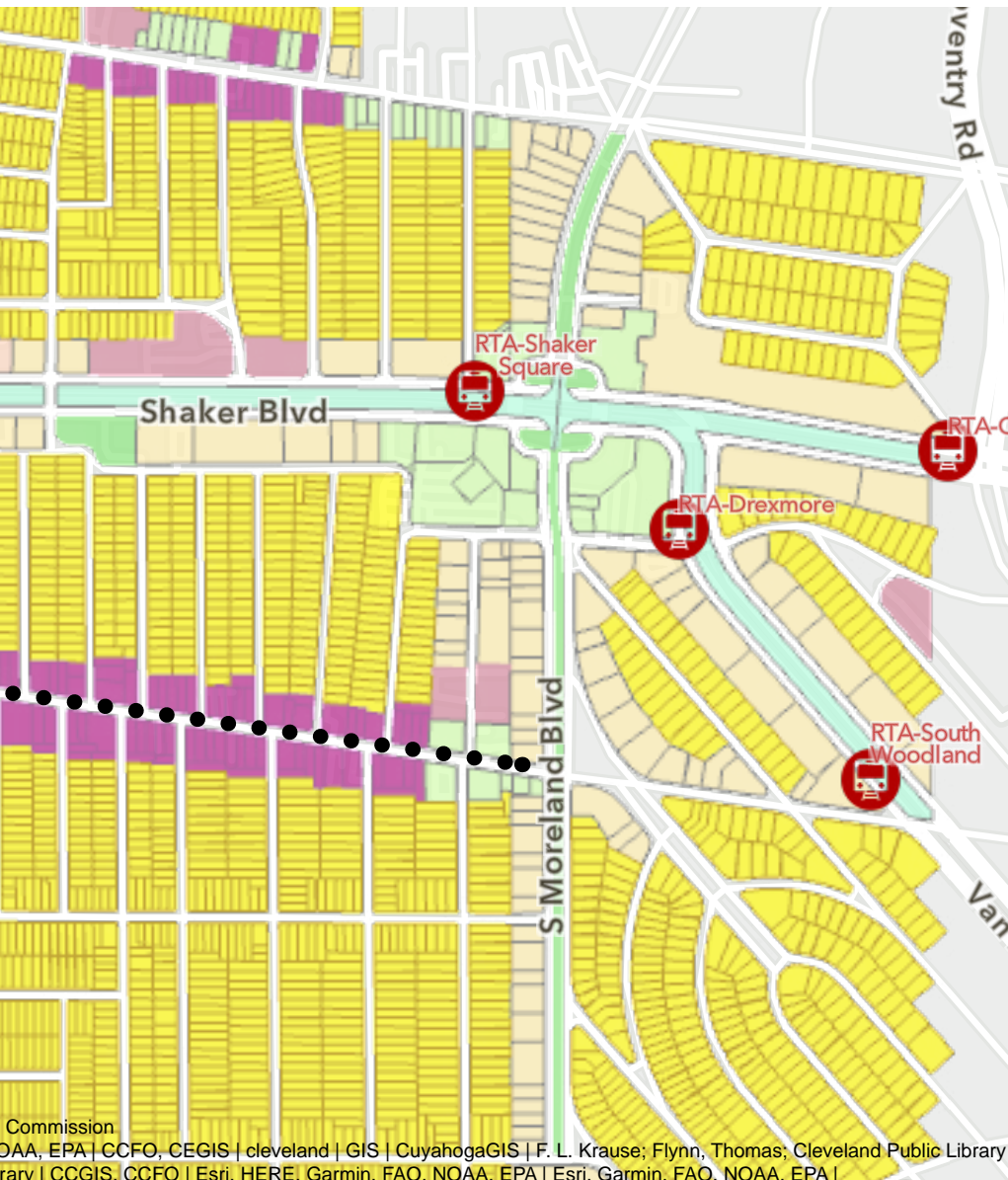
Proposed Landuse 2020

- COMMERCIAL; COMMERCIAL
- LIGHT INDUSTRY; LIGHT INDUSTRY
- RECREATION/OPEN SPACE; RECREATION; RECREATION/OPEN SPACE; RECREATIONAL
- RETAIL
- SINGLE / TWO FAMILY
- TRANSPORTATION
- COMMERCIAL PARKING
- COMMERCIAL SERVICES
- HEAVY INDUSTRY
- INFRASTRUCTURE
- INSTITUTIONAL
- MIXED-USE
- MULTI FAMILY; MULTI-FAMILY
- OFFICE
- OPEN SPACE
- RETAIL; RETAILL
- TOWNHOUSE; TOWNHOUSES



Source: City Planning  
Esri, Garmin, FAO, N  
| Cleveland Public Lib

● ● ● Project Area



Updates centered around the Martin Luther King, Jr. Drive and Buckeye Road intersection include a change from Multi-Family Residential and Single Family Residential to Mixed-use to provide greater flexibility for these parcels. Likewise, a change from Single Family Residential to Multi-Family Residential west of the intersection can support greater density in closer proximity to the Rapid Transit station.

A longer-term consideration involves the land on the western side of Martin Luther King, Jr. Drive between Shaker Boulevard and Buckeye Road. This has the potential to support greater livability for the neighborhood through the creation of a community park space. This could link to the Ubuntu Park currently under development to the north to begin to build a green space network for the neighborhood.

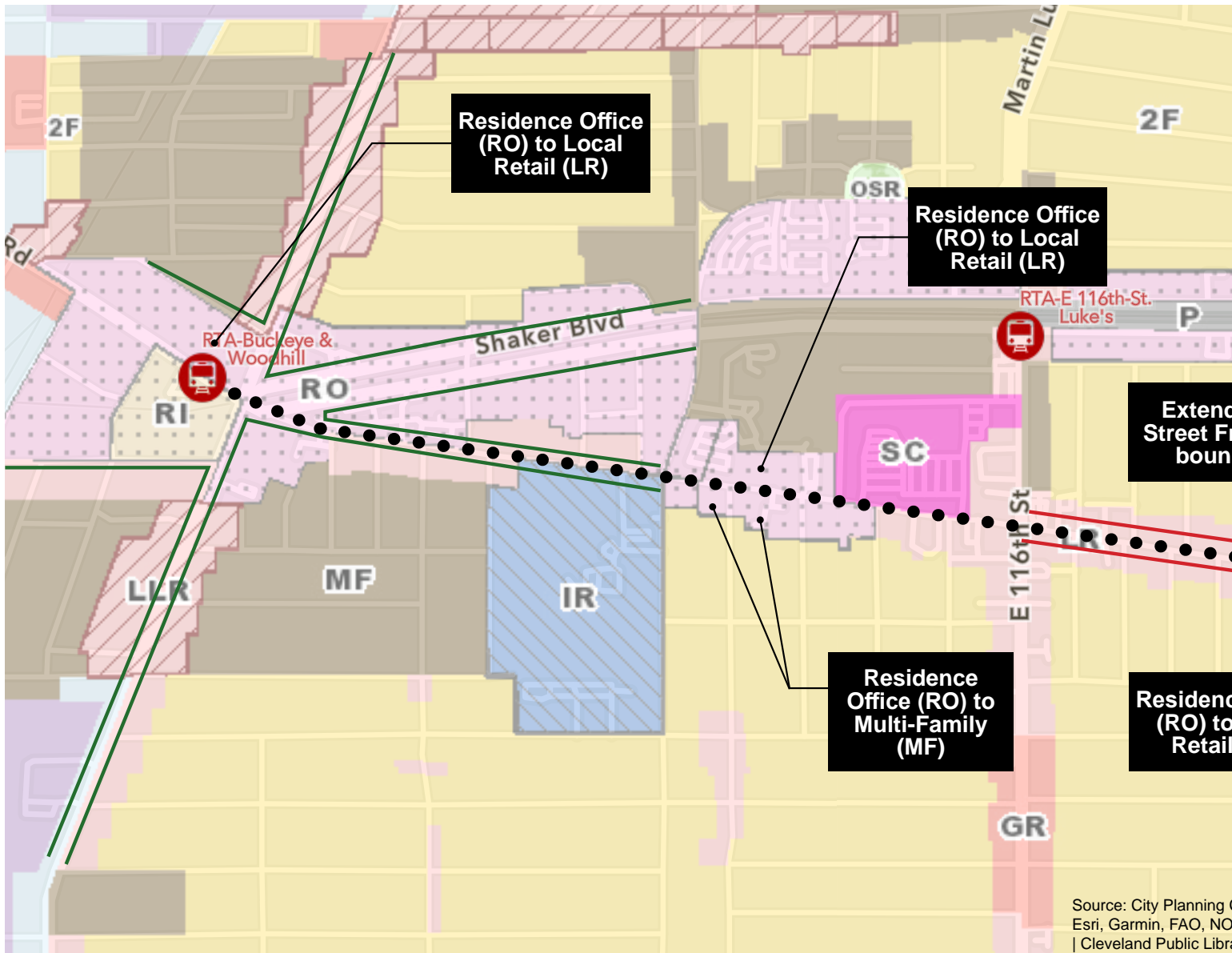




# APPROACH: ZONING

Reflecting current corridor needs

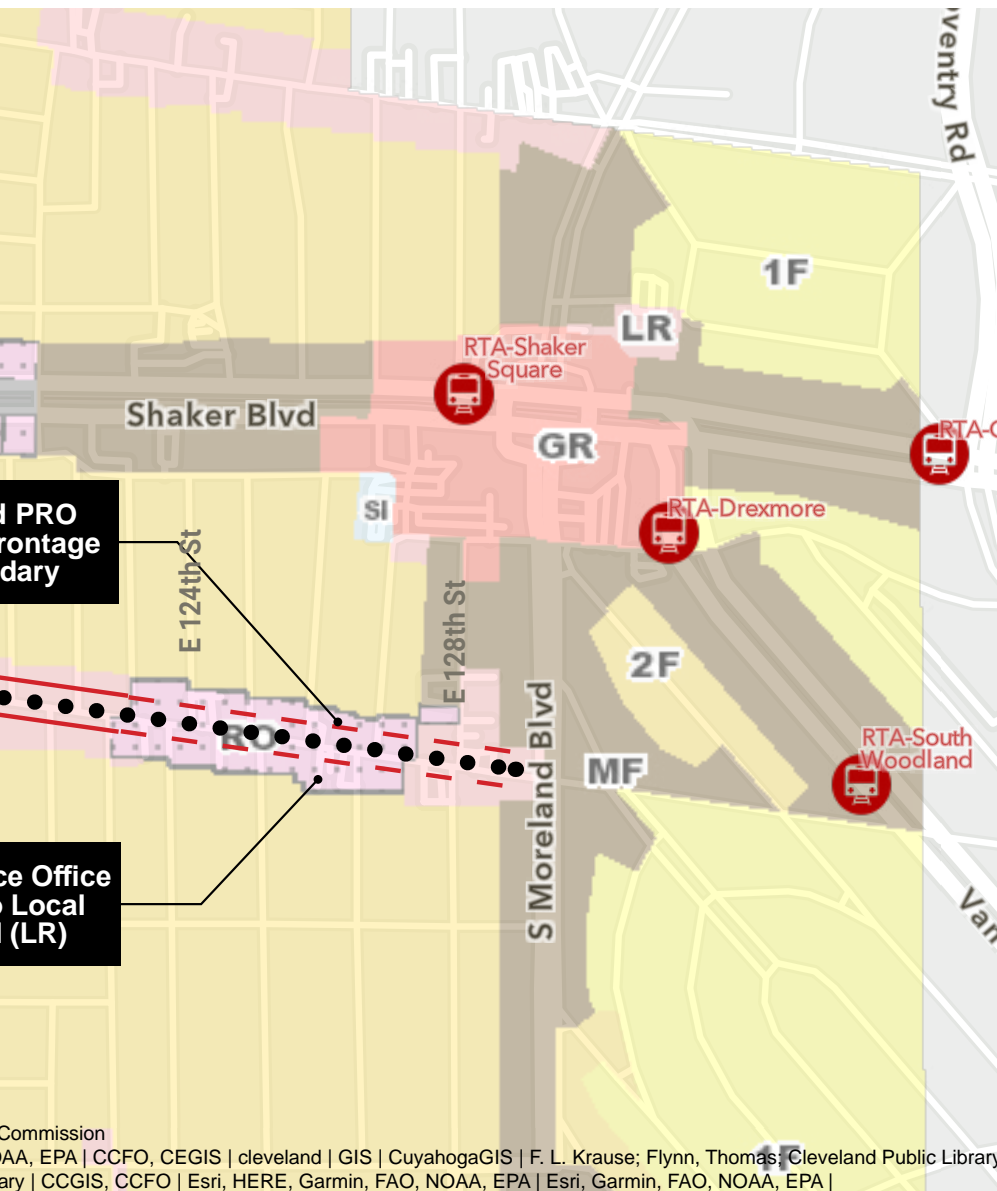
- |                                 |                         |                            |                    |                             |
|---------------------------------|-------------------------|----------------------------|--------------------|-----------------------------|
| Zoning                          | Limited One Family      | Multi-Family               | Residence-Industry | University (College) Retail |
| Downtown Residential            | One Family              | Midtown Mixed-Use District | Semi-Industry      | Unrestricted Industry       |
| General Industry                | Limited Retail Business | Open Space Recreation      | Shopping Center    | Urban Garden District       |
| General Retail Business         | Local Retail Business   | Parking District           | Townhouse          |                             |
| Institutional-Research District | Limited Multi-Family    | Residence Office           | Two Family         |                             |



Source: City Planning Department, Esri, Garmin, FAO, NOAA, and Cleveland Public Library

USE DISTRICTS			
L1F	Limited One Family	LR	Local Retail Business
1F	One Family	UR	University (College) Retail
2F	Two Family	SC	Shopping Center
TFA	Townhouse	LLR	Limited Retail Business
LMF	Limited Multi-Family	GR	General Retail Business
MF	Multi-Family	RI	Residence-Industry
MNUD	Midtown Mixed-Use District	SI	Semi-Industry
DR	Downtown Residential	GI	General Industry
MH	Manufactured Housing Park	UI	Unrestricted Industry
IR	Institutional-Research District	P	Parking District
RO	Residence Office		

- ● ● Project Area
- Pedestrian Retail Overlay Street Frontage
- Urban Frontage Line



This study considered updates to the area’s land use and zoning to better support the vision for the corridor. The eastern section of the corridor between East 124 and East 128 Street is currently zoned RO-C2 (Residential Office). This designation does not permit the smaller scale and local retail that is anticipated to play an important role in the district’s future. Likewise, this limits allowable options at the western end of the district in the creation of a Transit Oriented Development focus. The following map suggests updates to reflect this approach.

An extension of the urban frontage line to the east will support the community’s emphasis on maintaining the compact and street-defining development patterns as exemplified in the historic structures here. The flexibility to allow setbacks that extend the pedestrian zone is an important consideration along this corridor.







REFINE

5

BUILDING MOMENTUM TO SUPPORT ACTION



## **REFINE**

*Advancing from idea to implementation*

It is Buckeye's time, and the momentum that has been built within this planning process has the ability to create a new approach to infrastructure projects. The community is energized and well-positioned to be partners in building a thriving and connected 21st Century Street in Cleveland. Continued transparency and connection will be critical to change the narrative and the outcomes.

This chapter focuses on the details and directives to guide the next wave of work, create community champions and begin to build out the elements of this exciting collective vision.

We explore project recommendations and phasing, an overall vision plan for the corridor,

big picture design guidelines to guide individual projects along the street, and next steps that can be undertaken at all levels - recognizing that everyone has an important role in building Buckeye's future.

### **Plan Recommendations & Phasing**

These collective community priorities have been used to guide overall Buckeye Road recommendations. It is recognized that this work will be addressed in phases based on funding, project complexity, partnerships, etc.

The vision map on the following pages demonstrates the synergy of the proposed initiatives.



# PLAN RECOMMENDATIONS & PHASING

## Community Created (1-2 yrs)

**Includes the first round of streetscape elements as part of the City's repaving project, likely timing: 1-2 years**

- Removal of 60+ utility poles
- Pedestrian safety improvements (pavement markings, Rectangular Rapid-Flashing Beacons (RRFBs) at crossing areas, signage, etc)
- Dedicated parking & amenity lanes
- New bike infrastructure along Buckeye Rd.
- Street furniture
- Street trees in key locations
- Additional landscape elements
- \*Side street / shared parking program
- \*Test program for parklets

*\*Not included as part of the repaving project*

## Community Influenced (3-5 yrs)

**Community priority items that will require additional study, other funding sources and community support, likely timeline: 3-5 years**

- New bus stop prototype development
- Parklet program
- New off-street parking lots
- Identification elements – district signage & wayfinding
- WiFi access expansion
- Confirmation and development of neighborhood bike routes
- Historic building stabilization
- Storefront renovation program & historic building commercial space development
- Public art elements

## Community Inspired (6-10 yrs)

**Big vision items that require further study, significant fundraising, strong community support, etc., likely timeline: 6-10 years**

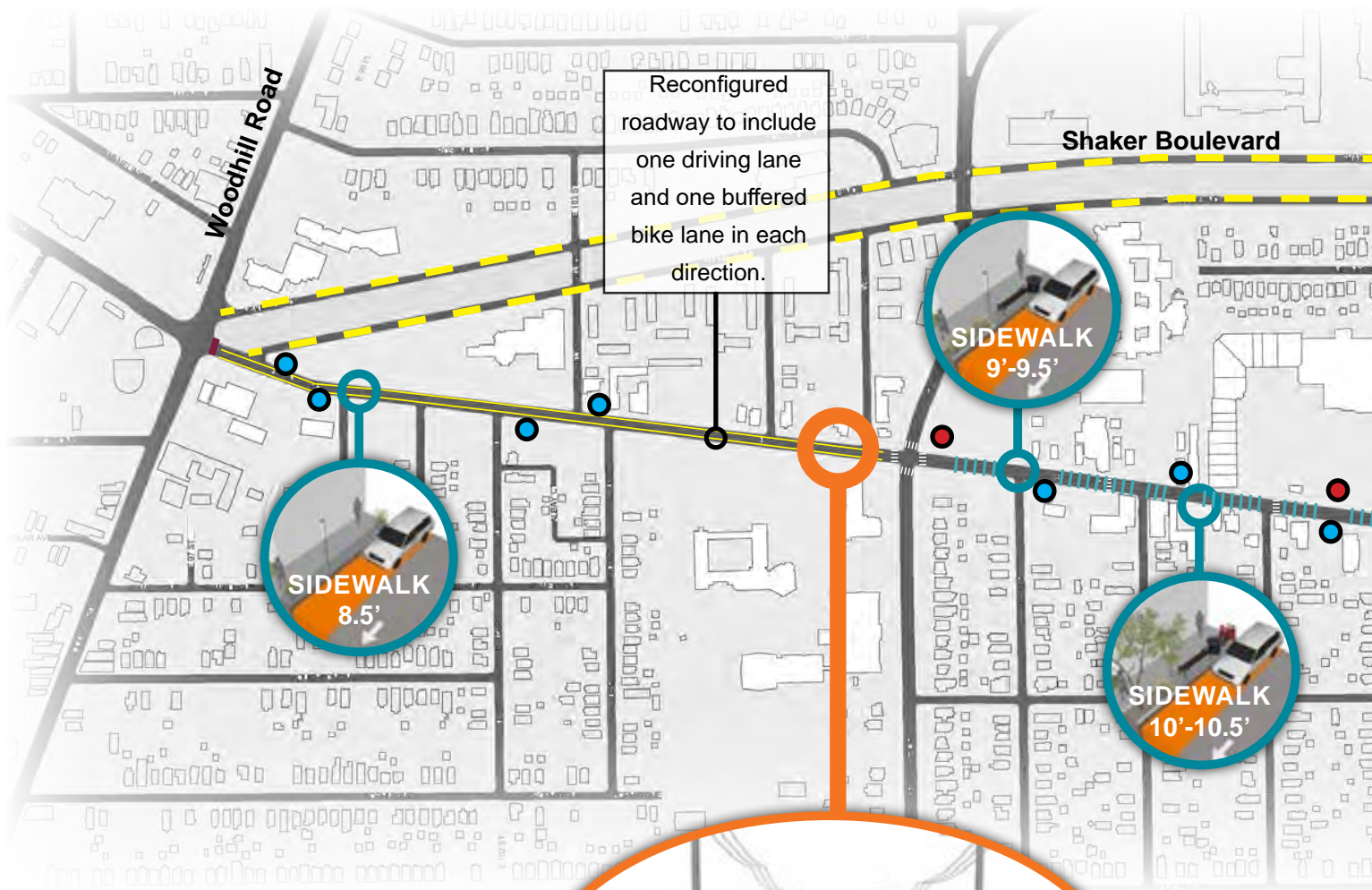
- South Moreland Midway Park
- Sidewalk expansion to create multi-purpose side path along Shaker Boulevard
- Incorporation of smart street technology as it evolves
- Buried utilities





# TRANSPORTATION RECOMMENDATIONS

Buckeye Vision Map

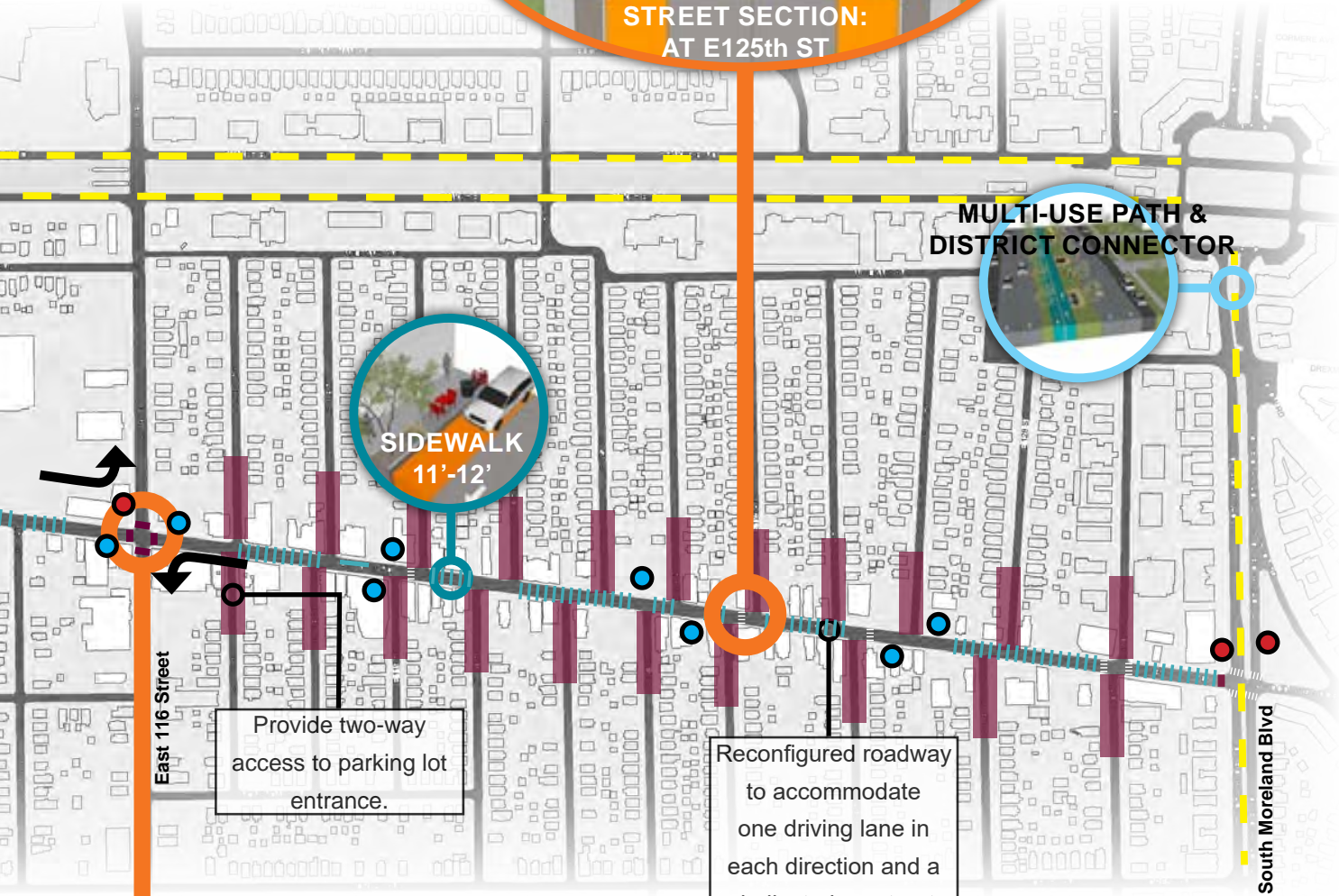


- EXISTING TRANSIT SHELTER
- NEW TRANSIT SHELTER
- — PROPOSED MULTI-PURPOSE PATH
- — PROPOSED ON-STREET BIKE LANES
- |||| PROPOSED DEDICATED ON-STREET PARKING AND AMENITY/FLEX ZONES
- SIDE STREET DISTRICT PARKING ZONE
- ↩ NEW DEDICATED LEFT TURN LANE



Provide two-way access to parking lot entrance.

Reconfigured roadway to accommodate one driving lane in each direction and a dedicated on-street parking / amenity zone on each side.

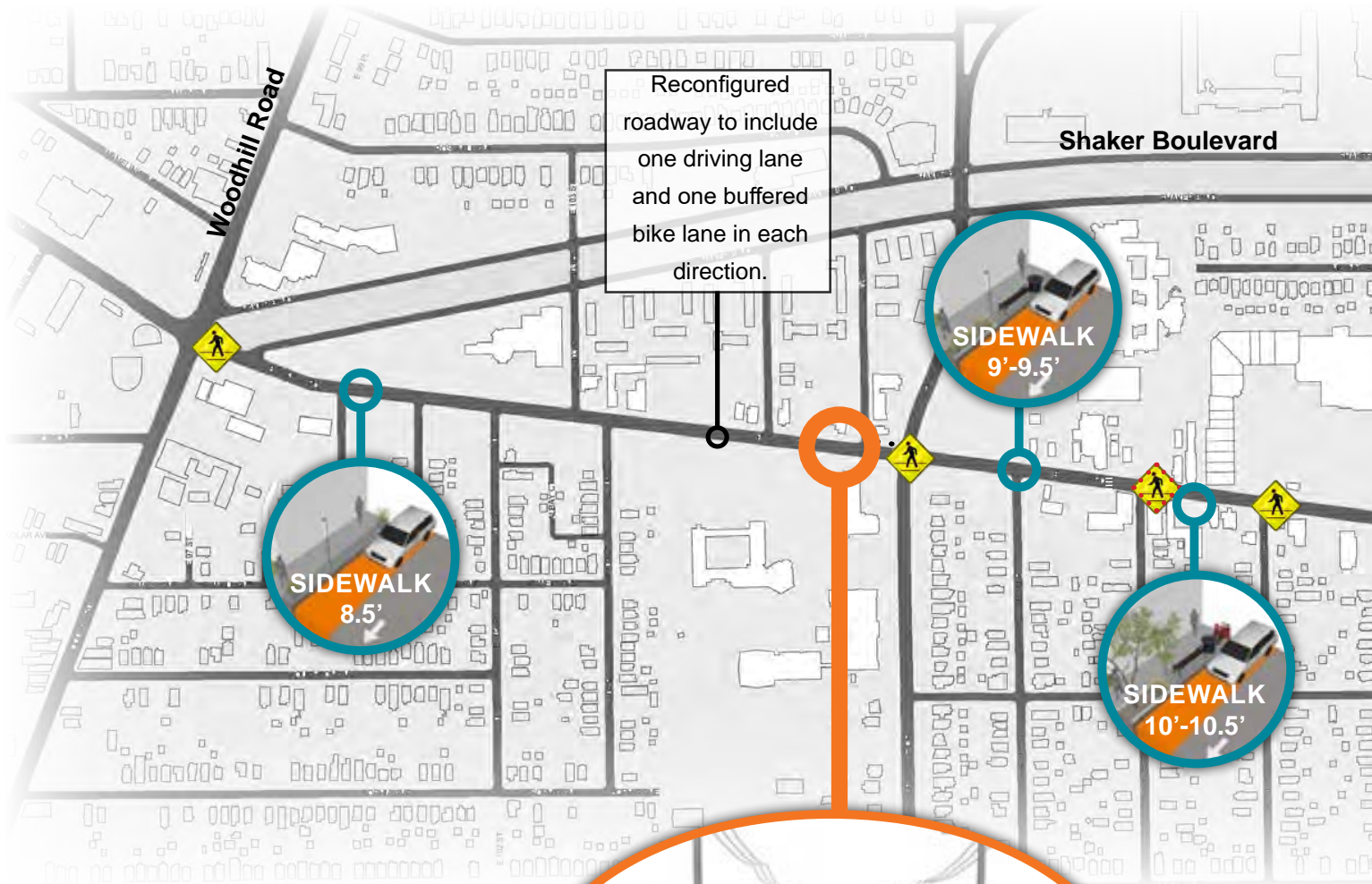









# SAFETY RECOMMENDATIONS

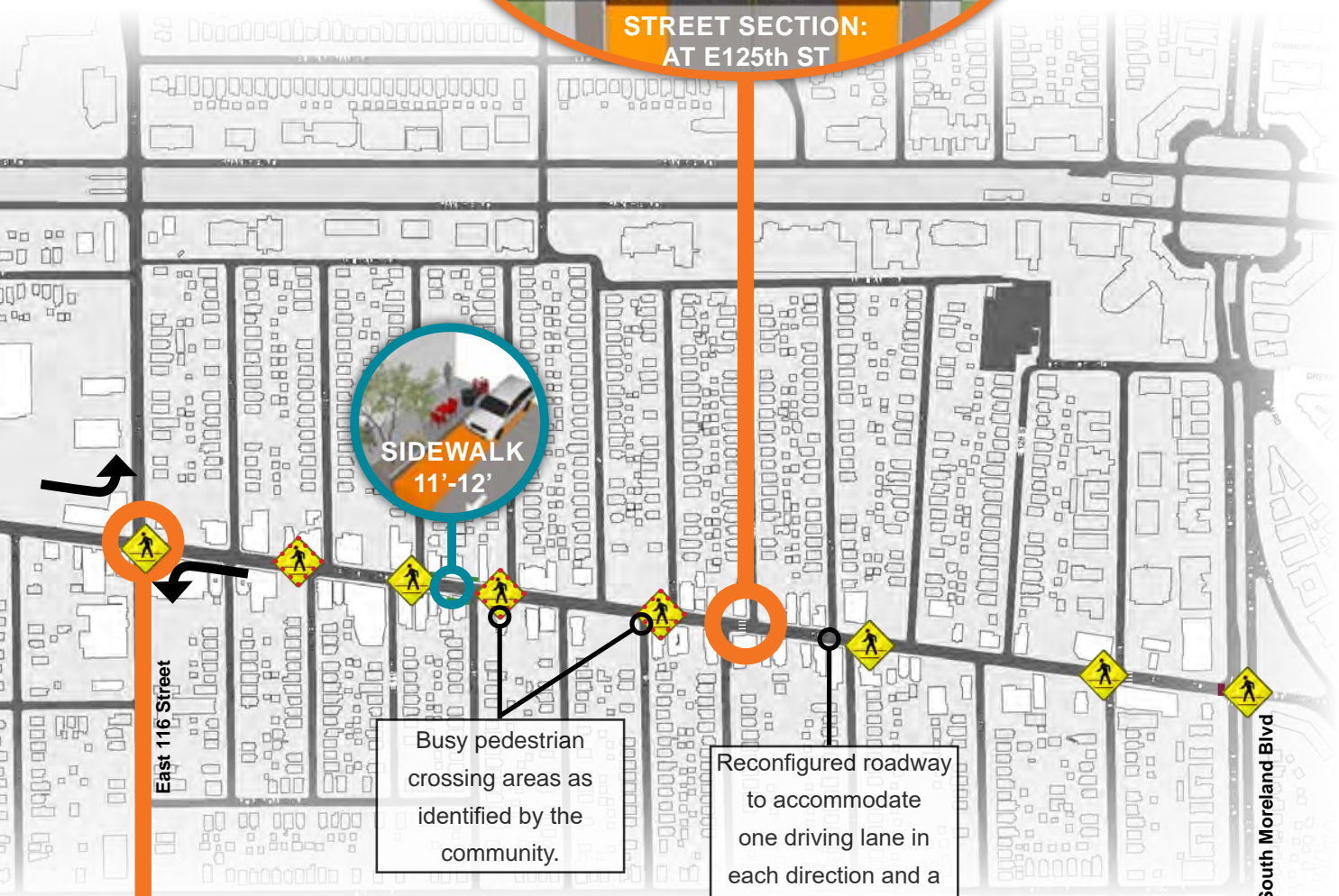
Buckeye Vision Map



-  MIDBLOCK CROSSWALK
-  CROSSWALK @ SIGNALIZED INTERSECTION
-  NEW DEDICATED LEFT TURN LANE







Busy pedestrian crossing areas as identified by the community.

Reconfigured roadway to accommodate one driving lane in each direction and a dedicated on-street parking / amenity zone on each side.



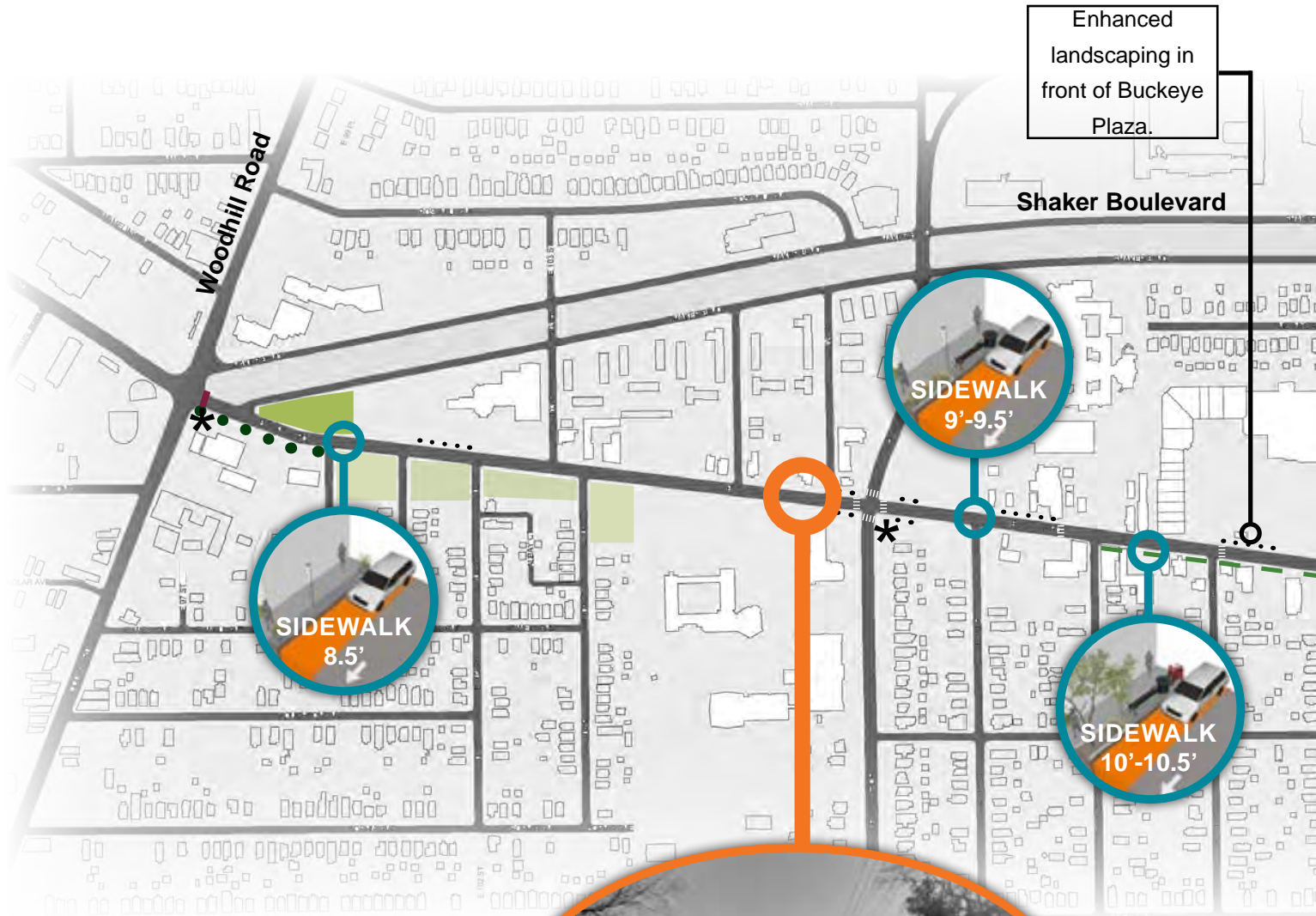
\*NOTE: Midblock crossings to include high-visibility continental-style crosswalk markings and RRFBs (Rectangular Rapid Flashing Beacons).





# CHARACTER & IDENTITY RECOMMENDATIONS

*Buckeye Vision Map*



- NEW LANDSCAPING
- ..... NEW PLANTERS
- NEW STREET TREES
- ★ NEIGHBORHOOD GATEWAY
- NEW TRANSIT SHELTER
- SPECIAL PAVING AT CROSSWALK







Preserve and restore the historic architectural treasures like the two-story mixed use buildings that line the eastern end of the district.

Artist-designed transit shelter.

Enforce standards for storefronts and signage that elevate and preserve the character and dignity of the area.



**PARKLET  
FOCUS AREA**

Preserve the Moreland Theater for community-based activities







# PARKING RECOMMENDATIONS

Buckeye Vision Map



- ||||| PROPOSED DEDICATED ON-STREET PARKING AND AMENITY/FLEX ZONES
- - - ON-STREET PARKING FOCUS AREA
- SIDE STREET DISTRICT PARKING ZONE



Increase visibility of municipal parking lot through signage and providing access from E117th St.



PROPOSED LAYOUT:  
AT E125th ST



SIDEWALK  
11'-12'



21ST CENTURY  
PARKING  
LOT



NARROW  
PARKING  
LOT

Provide two-way access to parking lot entrance.



PROPOSED INTERSECTION:  
AT E116th ST

East 116 Street

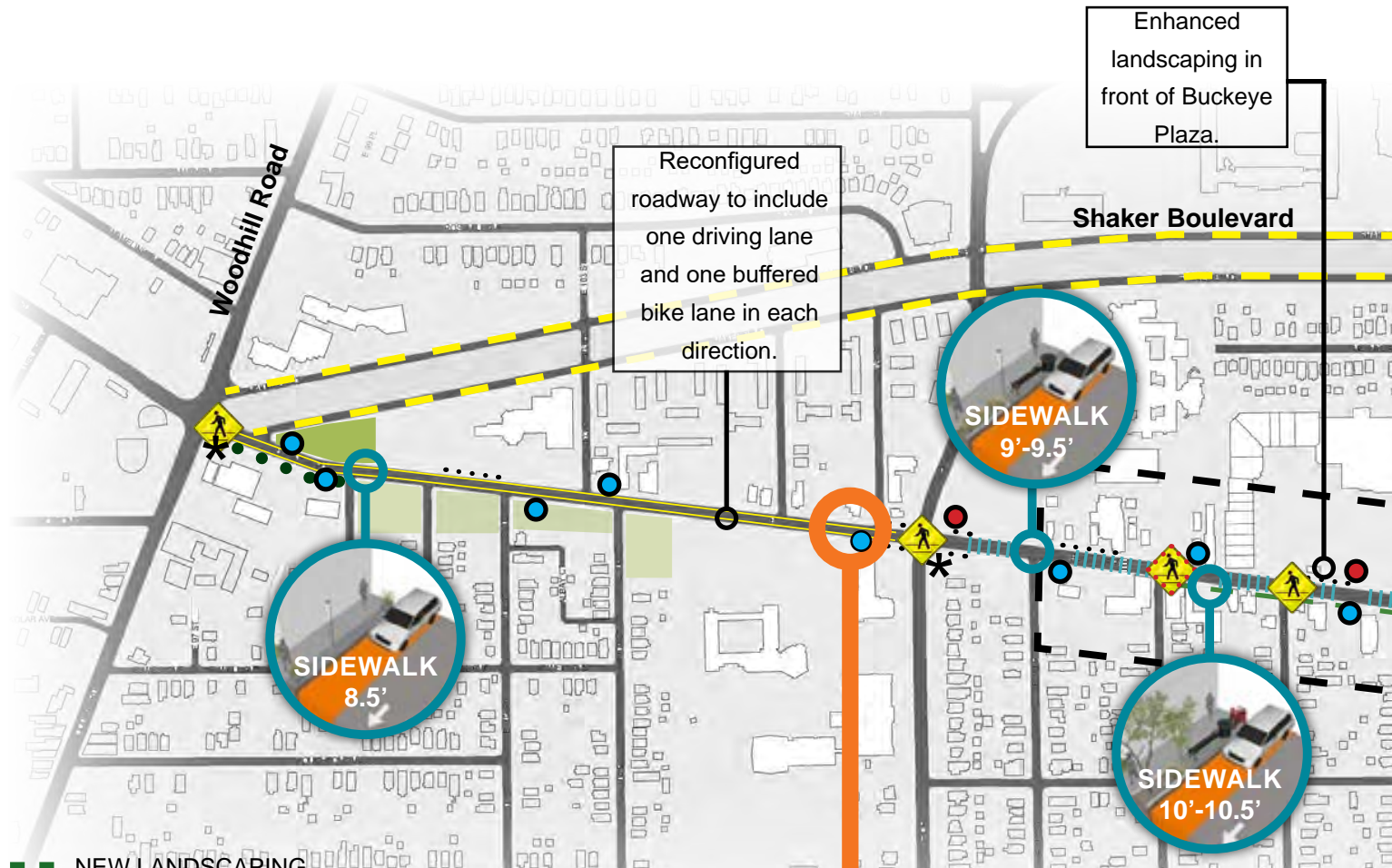
South Moreland Blvd





# OVERALL RECOMMENDATIONS

Buckeye Vision Map



Reconfigured roadway to include one driving lane and one buffered bike lane in each direction.

Enhanced landscaping in front of Buckeye Plaza.

SIDEWALK 8.5'

SIDEWALK 9'-9.5'

SIDEWALK 10'-10.5'

TRANSIT SHELTER



PROPOSED LAYOUT: AT MLK JR DR

- NEW LANDSCAPING
- ..... NEW PLANTERS
- NEW STREET TREES
- ★ NEIGHBORHOOD GATEWAY
- ⚠ MIDBLOCK CROSSWALK
- ⚠ CROSSWALK @ SIGNALIZED INTERSECTION
- EXISTING TRANSIT SHELTER
- NEW TRANSIT SHELTER
- PROPOSED MULTI-PURPOSE PATH
- \*PROPOSED ON-STREET BIKE LANES
- ||||| \*PROPOSED DEDICATED ON-STREET PARKING AND AMENITY/FLEX ZONES
- □ ON-STREET PARKING FOCUS AREA
- SIDE STREET DISTRICT PARKING ZONE
- ↶ NEW DEDICATED LEFT TURN LANE

\*NOTE: Proposed on-street bike lanes and on-street parking/flex zones are configurations that result from a recommended reduction in travel lanes. This reduction would increase the amount of roadway space that can be reallocated for uses such as these, helping to calm traffic and create a safer environment.



Increase visibility of municipal parking lot through signage and providing access from E117th St.



Preserve and restore the historic architectural treasures like the two-story mixed use buildings that line the eastern end of the district.

Provide two-way access to parking lot entrance.



Enforce standards for storefronts and signage that elevate and preserve the character and dignity of the area.

Artist-designed transit shelter.

MULTI-USE PATH & DISTRICT CONNECTOR



Preserve the Moreland Theater for community-based activities



PARKLET FOCUS AREA



Reconfigured roadway to accommodate one driving lane in each direction and a dedicated on-street parking / amenity zone on each side.



East 116 Street

South Moreland Blvd

PROPOSED INTERSECTION: AT E116th ST

SOLAR BOLLARDS

TRANSIT SHELTER

NARROW PARKING LOT

SIDEWALK 11'-12'

21ST CENTURY PARKING LOT

PARKLET

COMMUNITY MURAL

PROPOSED LAYOUT: AT E125th ST



## **BUCKEYE STYLE & IDENTITY**

*A "kit of parts" to guide design elements.*

The following items begin to delineate a Buckeye style 'kit of parts' to guide future investments large and small that support a recognizable identity along the corridor. This includes furniture, signage, landscape materials, planters and signature flower baskets that could be utilized by stakeholders and residents alike. The items selected as a part of this package were chosen for their classic, modern style, durability and ease of maintenance. Suggested plant materials for the district are drought- and salt-tolerant, low maintenance and suitable for urban conditions, while providing seasonal color, movement and interest.

Finally, while we have talked about the push to remove excess poles along the street, it is anticipated that some will remain. We have looked at ways to help make the remaining poles more of a positive visual element for the street through artist designed wraps or painting. This can be a low-cost way to make a tremendous visual impact while providing an opportunity for additional community expression.







Karl Forester Reed Grasses



Emerald Sunshine Elm



Japanese Zelkova



Daylilies





## **NEIGHBORHOOD INVESTMENTS**

*Community priorities and implementation phasing*

### **Streetscape Budget**

The Buckeye Road Repaving project to be undertaken by the City of Cleveland's Mayor's Office of Capital Improvements (MOCAP) will incorporate a range of roadway improvements, including roadway repaving, sidewalk replacement, pole consolidation and more. The Buckeye Road Refresh Project has identified a series of supplemental design details and elements, a portion of which will be funded through the repaving project.

This budget considers a wide range of streetscape improvements that have been identified through the community's design process. While this is not a comprehensive list of everything that has been discussed, it does

address the primary improvements discussed for the Buckeye Road corridor. Larger neighborhood items like the Shaker Boulevard shared-use path, new surface parking lots and the South Moreland midway path are larger initiatives that will require other variables like property acquisition.

Following pages review the elements identified for the initial phase of improvements through the repaving project as well as catalytic actions and projects to be undertaken by civic leaders, community leaders and residents. Unit costs on the following table are listed in 2021 dollar values. Future construction should take inflation into account.

## Buckeye Road Streetscape Improvements: Project Costs Budget

This chart is reflective of the collective costs from the Buckeye Road TLCI's recommendations found throughout this report. Note that the following improvements and recommendations are not inclusive of roadway reconstruction.

Hardscape	Unit Cost	Quantity	SubTotal
Crosswalks (Stamped, colored concrete)	\$20 / s.f.	2,280	\$45,600
Corner Bump-Outs (curbing / utility adjustment)	\$24 / s.f.	1,290	\$31,000
Landscape	Unit Cost	Quantity	SubTotal
Shade / ornamental trees (3.5" caliper)	\$850 / ea.	40	\$34,000
Sidewalk Planters (5' x 8' planting bed, sidewalk demo, raised curb, landscaping)	\$3,500 / ea.	64	\$224,000
Potted Planters with Landscaping	\$1,050 / ea.	36	\$37,800
Pedestrian / Bike Safety	Unit Cost	Quantity	SubTotal
Crosswalks (Enhanced Painted)	\$12 / s.f.	1,520	\$18,200
Pedestrian / Cyclist Activated Traffic Signal	\$5,000 / ea.	8	\$40,000
Roadway Striping (painted bike lanes / sharrows)	\$6 / l.f.	4500	\$27,000
Sharrow Striping and Painting	\$2 / l.f.	10500	\$21,000
Amenities	Unit Cost	Quantity	SubTotal
Benches - 6' long	\$2,400 / ea.	10	\$24,000
Benches - 6' long backless	\$1,800 / ea.	10	\$18,000
Concrete Cube Bench	\$1,200 / ea.	17	\$20,400
Waste / recycling receptacles	\$1,250 / ea.	20	\$25,000
Bicycle racks	\$1,100 / ea.	20	\$22,000
District Identity & Wayfinding	Unit Cost	Quantity	SubTotal
District Gateway Signage (monument sign / landscaping)	\$16,500 / ea.	3	\$49,500
Utility Pole Artistic Wrap	\$400 / ea.	100	\$40,000
Cleveland Kiosk (Utility only - signage by others)	\$2,500 / ea.	3	\$7,500
Parking Location Signs (pole mounted)	\$1,200 / ea.	4	\$4,800
Other	Unit Cost	Quantity	SubTotal
Transit Shelter (mini-shelter, non-GCRTA standard)	\$18,500 / ea.	17	\$314,500
Public Art Transit Shelter (Custom structure)	\$75,000 / ea.	1	\$75,000
Parklet - 7'x18' (platform, seating, landscaping)	\$18,000 / ea.	2	\$36,000

Streetscape Elements Total	\$1,115,300
Construction Contingency (30%)	\$334,590
<b>PROJECT TOTAL</b>	<b>\$1,449,890</b>



# AMENITIES PACKAGE

*Community priorities and implementation phasing*

\$560,000	Phase 1 Budget
- \$450,000	Initial Amenities
\$110,000	Additional Items

## Phase 1 Implementation

The Buckeye Road Repaving project immediately following this planning effort provides an opportunity to implement an initial phase of improvements. A budget of \$560,000 has been set aside for streetscape improvements through the project's funding. It was important for the

community to identify the priorities for how that budget is spent.

In conversations with the community, a range of considerations were discussed. It is critical to use this initial investment to balance operational safety, visual improvements, functional improvements, community identity, wayfinding and maintenance.

The project team compiled a range of packages

that had the ability to either focus on key elements or provide a mix, and reviewed these packages with residents and stakeholders.

Elements were placed in \$50,000 budget groupings for ease of calculation. The approach that provided a little bit of most elements within this initial phase was preferred. It was noted that this would allow the ability to test a range of amenities to determine if future phases of implementation should include or adjust.

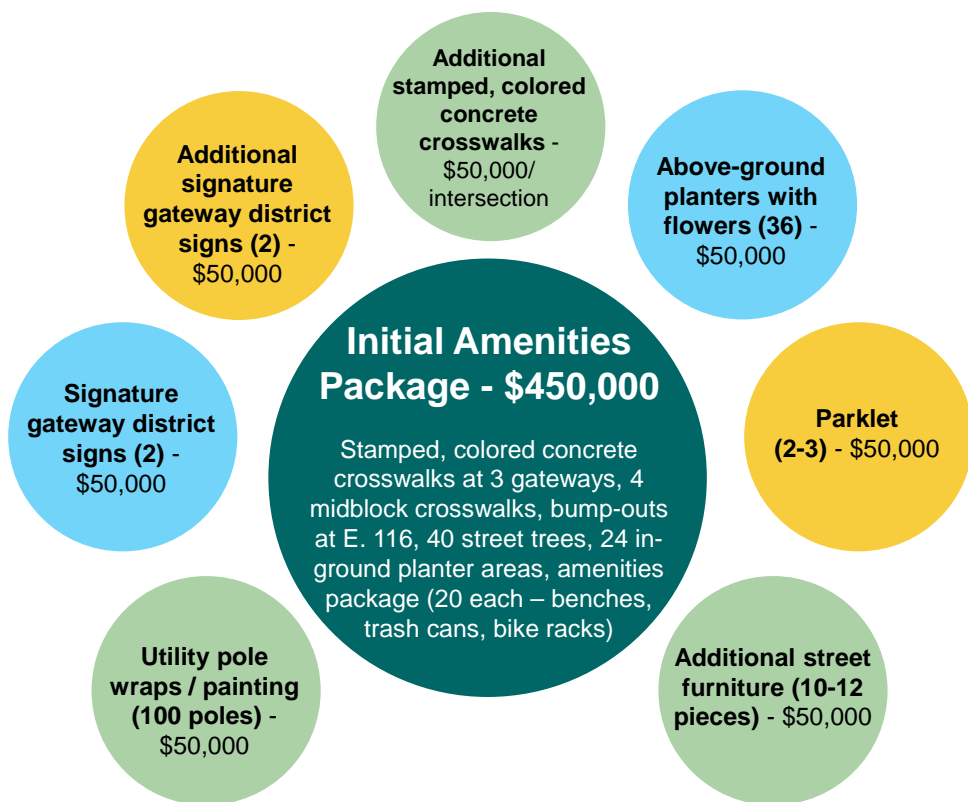
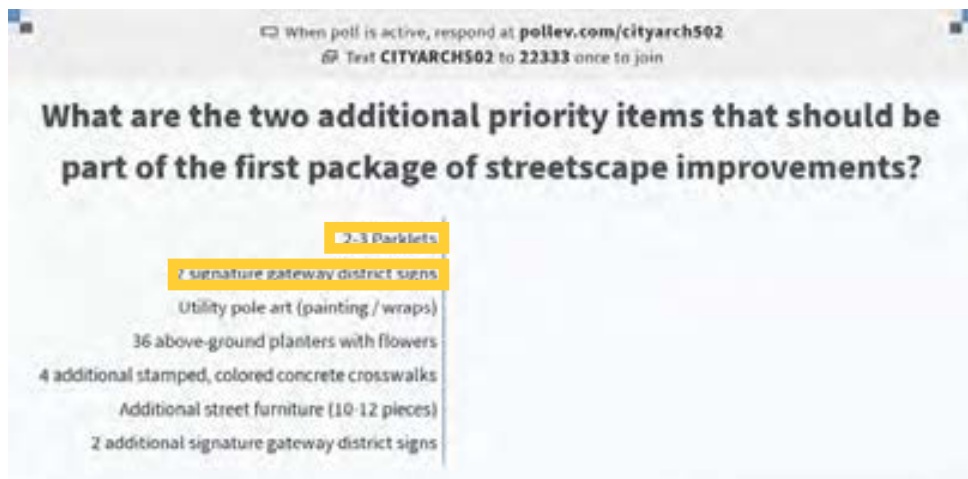
Phase 1 Priorities			
Option 1 - Gateway Focus (\$550,000)	Option 2 - Green Focus (\$550,000)	Option 3 - Arts Focus (\$550,000)	Option 4 - A Little Bit of Everything (\$550,000)
• Initial amenities package (\$250,000)	• Initial amenities package (\$250,000)	• Initial amenities package (\$250,000)	• Initial amenities package (\$250,000)
• 3 intersections with stamped, colored concrete crosswalks (\$150,000)	• 1 intersection with stamped, colored concrete crosswalk (\$50,000)	• 1 intersection with stamped, colored concrete crosswalk (\$50,000)	• 1 intersection with stamped, colored concrete crosswalk (\$50,000)
• 4 gateway signs (\$100,000)	• 4 gateway signs (\$100,000)	• 4 gateway signs (\$100,000)	• 2 gateway signs (\$50,000)
• Street trees on 10 blocks (\$50,000)	• Street trees on 10 blocks (\$50,000)	• Street trees on 10 blocks (\$50,000)	• Street trees on 10 blocks (\$50,000)
	• 32 above-ground planters (\$50,000)	• 2-3 parklets (\$50,000)	• 25 in-ground planters with ornamental grasses (\$50,000)
	• 25 in-ground planters with ornamental grasses (\$50,000)	• 100 utility pole wraps (\$50,000)	• 100 utility pole wraps (\$50,000)
			• 2-3 parklets (\$50,000)



It was also noted within this conversation that the initial base package needed to include more public safety elements to go above and beyond the City of Cleveland's standards. The team updated the base Phase 1 package to include special markings and details at midblock crosswalks, bollards and bump-outs at East 116th Street to reduce crossing distances.

Additionally, planting areas for street trees and ornamental grasses need to be included in the sidewalk reconstruction to maximize efficiency and cost-effectiveness. As these were items that were identified as important by most, they became part of the initial package. This brought the base Phase 1 amenities package to \$450,000, leaving an additional \$100,000 dollars for Phase 1 improvements for the community to determine.

At the third community meeting for the project, the community voted to use the remaining \$100,000 for two signature gateway district signs and 2-3 parklets.





## THE CITY’S REPAVING PROJECT

*Building momentum from planned enhancements*

As mentioned previously, the City of Cleveland is facilitating a repaving project along the Buckeye Road Corridor, with construction set to begin in 2022. Scope of work includes repaired and / or replaced asphalt from curb to curb, all existing curbs, drive aprons and sidewalks to be evaluated and reviewed for ADA compliance and potential replacement, roadway

drainage structures to be reconstructed or adjusted as needed, and utility pole removal and consolidation.

The work also includes recommendations from this TLCI study, which will be used to guide the repaving project, including the \$560,000 Phase 1 streetscape improvements.

Recommendations have identified areas for new mid-block crosswalks, bicycle infrastructure, and curb bump-outs on the south side of Buckeye Road at the East 116th intersection in addition to items detailed on previous pages.

### BUCKEYE ROAD REFRESH TLCI PROJECT

DESIGN CONCEPTS FOR CORRIDOR AND NEIGHBORHOOD

COMPLETE MARCH 2021

### BUCKEYE CORRIDOR REPAVING PROJECT

ROADWAY REPAVING, SIDEWALK AND SOME STREETScape IMPROVEMENTS

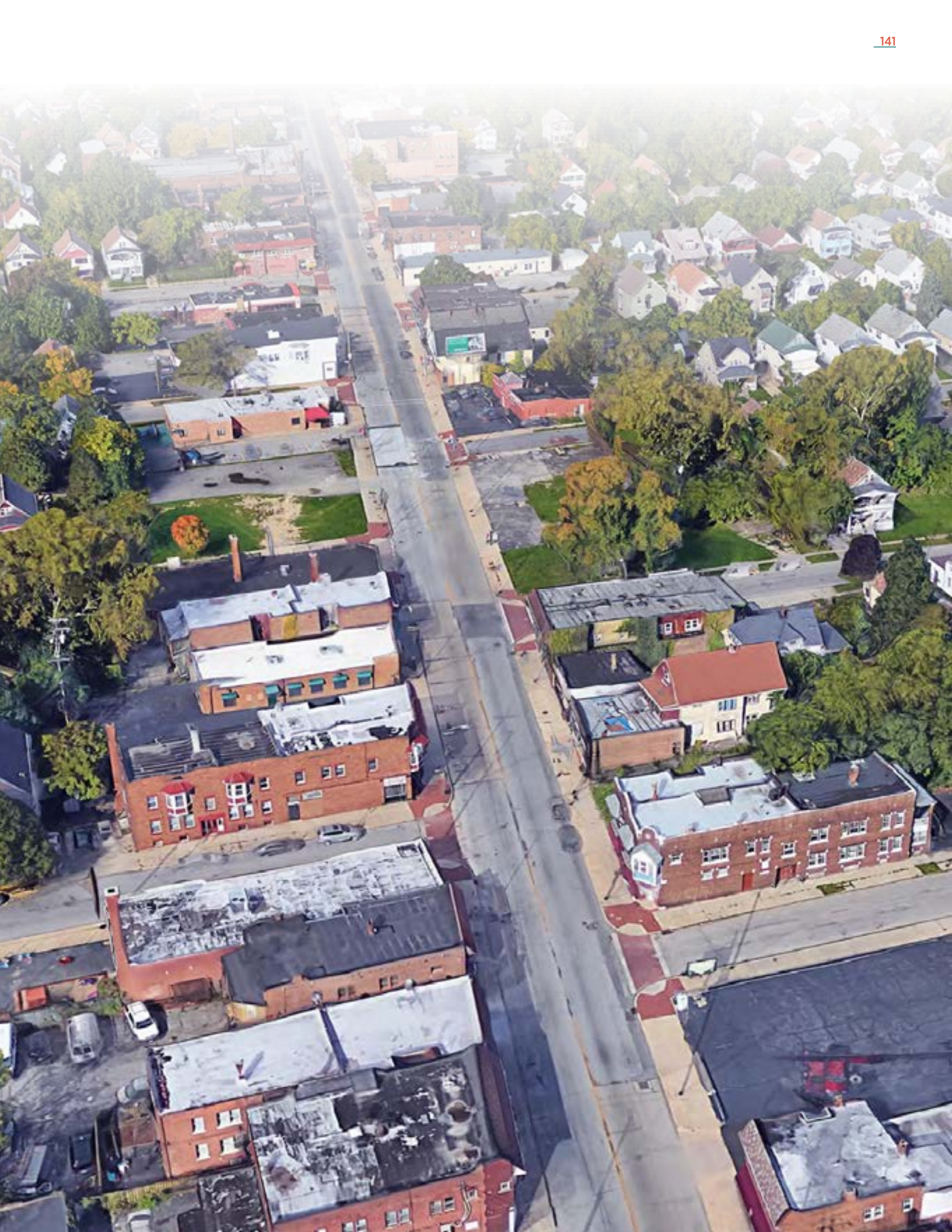
DETAILED DESIGN AND ENGINEERING 2021

### BUCKEYE CORRIDOR REPAVING PROJECT

ROADWAY REPAVING, SIDEWALK AND SOME STREETScape IMPROVEMENTS

CONSTRUCTION 2022









## **MOVING FORWARD**

*It is Buckeye's time.*

This initiative is focused on building upon the current momentum to meet the needs of a community that has been neglected from the standpoint of investment and maintenance. The actions of the next 2-3 years will set the stage for a Buckeye Road Corridor that achieves the potential that many long-time residents have seen in the past, and hope to see again. Next steps for the corridor must take into consideration the following:

- A structure that places residents and businesses in a position to guide the future of the district. Work must continue to build power for these groups. A range of actions, both large and small, have been identified through this initiative to give everyone a stake in the work.
- Continued emphasis on safety and mobility.
- An aspirational approach to all improvements that positions Buckeye at the forefront of technology and the best new thinking for infrastructure, transportation and public space.
- An investment approach that focuses on sub-districts to build areas of strength as initial steps.

- An intentional focus on building a structure for revitalization that protects existing businesses and residents from gentrification and displacement. The community must be at the table to help develop this structure.

This plan needs to work in conjunction with other neighborhood planning efforts to structure a 10-15 year action plan for the community including transformative projects, comprehensive funding strategies and a long-term maintenance and sustainability plan to ensure the elements are in place to support the community and build flexibility for continued growth.

To address this work from the TLCI program standpoint, we have organized catalytic individual initiatives (or Big Moves) by leadership type – recognizing the critical roles for civic, local and community leadership simultaneously – as well as potential project timing.

## Priority Initiative Chart

How this project evolves is critical. Every move forward must place the community priorities identified through this work at the forefront. The following Priority Initiative Chart categorizes future action items, based on the criteria of anticipated time frame, ranging from immediate, near term and long term.

Priority Initiative		Anticipated Time Frame		
		Immediate (0-2 years)	Near term (3-5 years)	Long term (6-10 years)
CIVIC - Government, utilities, regional leadership	Buckeye Road Repaving Project	✓		
	Utility pole removal, consolidation, relocation	✓		
	Buried utilities			✓
	WiFi access along corridor		✓	
	Improved LED street and pedestrian scale lighting		✓	
	GCRTA - Mini shelter prototype development		✓	
	Technology infusion	✓		
	Activated South Moreland median			✓
	Local business support through construction period	✓		
	Placement of neighborhood kiosks, harness ad revenue to support community		✓	
	Application for Implementation funding through NOACA	✓		
	Introduction of scooters and shared mobility fund		✓	
	Storefront Renovation Program	✓		
	Business identification signage standards		✓	
COMMUNITY - local, institutional, CDC leadership	Stabilization of vacant buildings	✓		
	Parklet design and installation		✓	
	District signage and wayfinding		✓	
	Locally managed storefront program	✓		
	Main Street manager program		✓	
	Establishment of temporary parking areas for business support during construction	✓		
	District parking lots and improved access		✓	
	Side street parking program	✓		
INDIVIDUAL - business, resident, institution, block club leadership	Shared parking program between merchants and institutions	✓		
	Planter program & annual fundraiser	✓		
	Public art and gateway element design		✓	
	Event programming along street	✓	✓	✓
	Decorative lighting at individual properties	✓		
	Individual property landscaping	✓		
	Utility pole painting / wrap designs		✓	
	Decorative sidewalk inserts		✓	



## **IMPLEMENTATION TOOLS**

*Community resources to support the vision*

### **Design Guidelines**

The following pages provide a clear, concise and digestible set of Design Guidelines that are guided by the foundational elements of the concept for the corridor, while also being supported by current zoning regulations.

These guidelines remain high level, stopping short of being regulated, meaning that there will come a time where community and City leadership will have to commit to how fervently they would like to stand behind these. At this stage in the future planning of the district, it is important to leave room for flexibility for the street's continued evolution, while providing some basic parameters to guide future design.

### **Project Sheets**

To assist the community in moving some of the specific initiatives forward, we have also provided project sheets that summarize project details, identify next steps and provide project budgets and potential funding sources for consideration. Project sheets are provided for the Buckeye Mini Shelter, the Buckeye Parklet, the Buckeye Utility Pole Wrap and the Buckeye Planter.

These items have been prioritized because they fall outside of the initial phase of City-funded improvements that are part of the repaving project. As these components would need to be funded through other sources, we wanted to provide information to support a fundraising process and/or community-focused implementation.



# DESIGN GUIDELINES: BUILDING FRONTAGE

## *Design details for building exteriors and street level relationships*

**GOAL:** Infill buildings should shape, enclose and define streets and public spaces to provide a cohesive and appealing environment.



Existing Pedestrian Retail Overlay District frontage guidelines along the Buckeye Road corridor should be extended along the length of the commercial district between East 116th Street and South Moreland Boulevard to support a cohesive and walkable district.

- Extend the existing “build-to” line or edge with connected frontage (physical or visual) along Buckeye, limiting curb cuts and driveways
- Variety of materials should be employed, including storefront windows, to create animated facades, streetscape rhythm and transparency.
- Ground floor spaces must feel linked, with direct access and visual connection to the surrounding streets and public spaces, while back-of-house spaces can be considered without connections
- Building signage should be complementary of the architecture and contribute to the overall quality of the district, with signage type, mounting, lighting and application fitting the character of the district. Pin-mounted or channel-mounted letters are strongly encouraged. Cabinet signs are discouraged.
- Awnings are strongly encouraged to provide protection from the weather, create groupings of color, and add to the district’s composition
- Crime Prevention Through Environmental Design (CPTED) strategies: Ensure that building frontages and grounds are well-lit at night



# DESIGN GUIDELINES: STREETScape & SIGNAGE

*Enhancing the pedestrian experience*



- Species of trees and vegetation should align with existing environmental conditions and consider salt tolerance, watering schedules / maintenance, and other threats to landscaping. See "Buckeye Style and Identity" for specific landscape material recommendations.
- Indigenous planting materials should be incorporated to reduce maintenance and irrigation efforts
- Landscape materials must offer visual interest in all seasons
- Amenities such as benches, bike racks, waste / recycling receptacles, etc. must all be part of the overall district's aesthetic and be coordinated from a predetermined amenities package, defined by the neighborhood
- Signage / wayfinding elements must be considered holistically, and if installations occur in phases or over time, they must be coordinated with the established district aesthetic and signage / wayfinding design language
- Free-standing signs should utilize post and panel or monument style design. Pole-mounted or pylon signs are strongly discouraged. Landscaping should be provided at the base of all free-standing signs
- Crime Prevention Through Environmental Design (CPTED) strategies: Use pedestrian scale lighting to illuminate walkways and sidewalks; Avoid tall or obstructive landscaping that might create blind spots

## **DESIGN GUIDELINES: OUTDOOR GATHERING SPACE**

*Creating opportunities for socialization and relaxation in public spaces*



- Outdoor area designed and maintained for public use including outdoor seating and small event / festival programming
- Public gathering spaces should be equipped with utility hook-ups (water and electricity) that are easily accessible to promote ease of use for programming
- Spaces must be designed to serve multiple generations and activities (passive and active spaces)
- The provision of power sources and Wi-Fi to enable the use of outdoor technology, such as Internet access and lighting, is strongly encouraged
- Crime Prevention Through Environmental Design (CPTED) strategies: Locate green spaces so that they are visible from nearby homes and streets; Walkways should be direct and avoid blind corners; Illuminate walkways and open space access points





## **DESIGN GUIDELINES: PARKING**

*Providing safe, convenient and accessible parking areas*



- Parking should be placed in rear of buildings throughout the district
- Parking lot perimeters must include a visual buffer (ornamental fencing, landscaping / trees, or other elements)
- Ample pedestrian pathways must be provided, well-lit and ADA accessible connecting pedestrians to buildings' front / main entrances (building cut-throughs are permitted at key locations)
- On-street parking should be maximized and considered for Buckeye Road and side streets where shopping, dining, residential or other commercial spaces are envisioned
- Incorporation of pervious surfaces and vegetation / trees must be included at surface parking lots to reduce storm water run off, reduce urban heat-island effect and minimize visual impacts
- Signage, wayfinding and lighting must be included in parking areas in coordination with overall development and with sensitivity to upper floors uses, especially residents
- Accommodations for various mobility options must be made available, including charging stations and bike racks
- Crime Prevention Through Environmental Design (CPTED) strategies: Ensure that parking areas and pedestrian walkways are illuminated; Make parking areas visible to passersby, such as motorists, pedestrians, residents, and/or businesses; Create defined parking area gateways and entrances using elements such as landscaping, fences and gates

# DESIGN GUIDELINES: MAINTENANCE & PROGRAM PLAN FOR CONSIDERATION

*Ensuring long-term upkeep and success*



- A separate, but aligned structure should be developed that serves to support maintaining activity in the programmable spaces within the district, while also preserving the quality of the physical condition
- The incorporation of natural vegetation, including tree planters, hanging baskets, shrubs and more require a specific maintenance and care plan unique to the species type. Selection of compatible species and applying the appropriate care will serve to maintain the desired aesthetic
- Similarly, a maintenance and care plan for any unique furnishing and streetscape details, such as unit pavers or painted concrete, also require ongoing care, all of which should be established upon selection of materials
- Crime Prevention Through Environmental Design (CPTED) strategies: Maintain all lighting; Maintain landscaping and plantings; Keep buildings and sidewalks clean and repaired; Maintain parking areas to a high standard with no litter, potholes or other detrimental/hazardous conditions; Activate vacant storefronts to create a more engaging and upkept streetscape experience

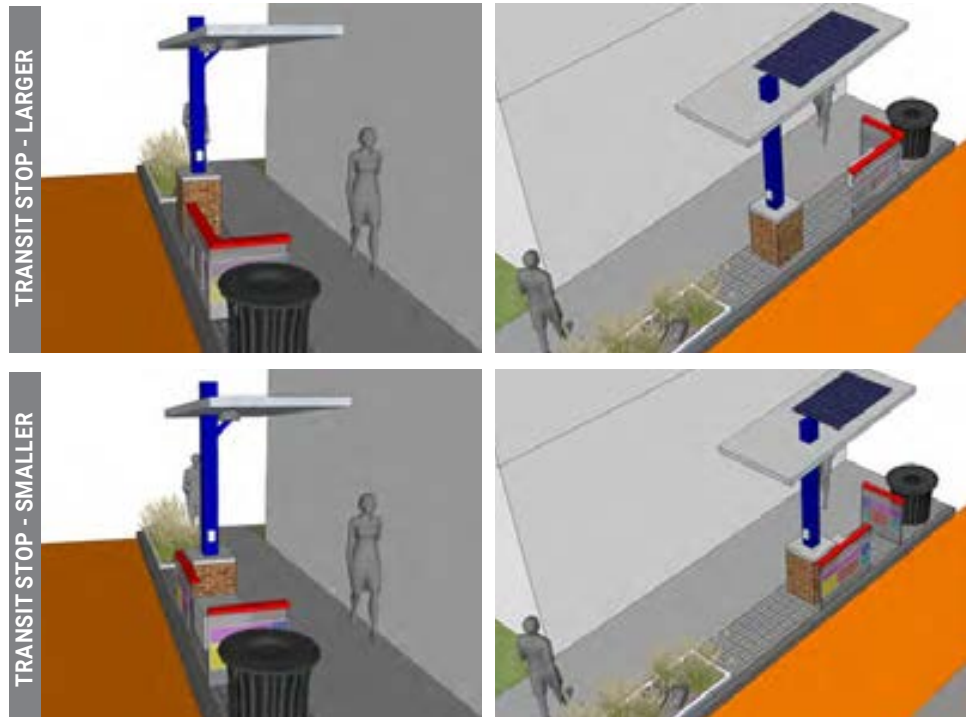


# PROJECT SHEET: The Buckeye Mini Shelter

*New option for responsive transit facilities*

## Project Description

The Buckeye Mini Shelter is a design prototype to provide a more supportive environment for public transit users. This shelter provides a south-facing, overhead roof piece that incorporates solar panels to power safety lighting and recharging stations. This also provides some shelter from the elements. A raised 'table' space provides a spot for leaning and/or setting down items while waiting for the bus. A small seat cube provides a spot to rest. A series of art panels wraps the space on two sides, adding color and character while providing splash and physical protection from adjacent traffic.



## Next Steps

- GCRTA outreach to explore a stated interest in developing a mini shelter prototype
- Further development of prototype concept to determine potential costs
- Identification of and coordination with a project funder
- Identification of final number and locations of mini shelters
- Work with a local artist to develop design for art panels

## Project Budget

**\$ 314,500 (17 @ \$18,500 ea.)**

## Potential Funding Sources

- Community Development Block Grant - US Department of Housing & Urban Development (HUD)
- Congestion Mitigation and Air Quality Improvement Program - NOACA
- Coordinating Council on Access and Mobility Initiatives (CAAM) - Federal Transit Administration
- Enhanced Mobility for Seniors and Individuals With Disabilities (Section 5310) Program-Cleveland Urbanized Area - NOACA
- Local Transportation Improvement Program - Ohio Public Works Commission
- Transportation Alternatives - NOACA
- TLCI Implementation - NOACA
- City Council Casino Funds
- Saint Luke's Foundation



# PROJECT SHEET: The Buckeye Parklet

*Expanding the pedestrian realm*

## Project Description

In an effort to expand sidewalk space to support a range of activities, the use of parklets is recommended in the eastern end of the district. These are typically platforms placed in on-street parking spaces to extend the sidewalk, and they can include seating, bike storage, public art and more. This approach is not widely used in the city of Cleveland (but has found great success elsewhere), creating an opportunity for the Buckeye neighborhood to lead this approach to creative space utilization and the rebalance of streets in neighborhood commercial districts.

An initial design utilizes standard building materials and details that allow flexibility in construction. The design must support the ability to disassemble, remove and store the parklets during the winter months. Locations must be coordinated with business owners to ensure that they are supporting businesses and not removing parking in critical locations.

## Next Steps

- Work with City of Cleveland to identify parklet performance specifications
- Conduct conversations with Buckeye merchants to identify first locations
- Develop detailed designs for initial parklets
- Develop maintenance plan and off-season storage strategy
- Construct prototypes and test in place

BASE ASSEMBLY



FULL ASSEMBLY



DECONSTRUCTED



## Project Budget

**\$ 18,000 per parklet**

## Potential Funding Sources

- Community Development Block Grant - US Department of Housing & Urban Development (HUD)
- Local Transportation Improvement Program - Ohio Public Works Commission
- Transportation Alternatives - NOACA
- City Council Casino Funds
- Saint Luke's Foundation



# PROJECT SHEET: The Buckeye Utility Pole Wrap

*Utilizing existing infrastructure elements to reinforce community identity*

## Project Description

While utility pole consolidation and removal will occur as part of the road repaving project, the reality is that a significant number of poles will remain. These present an opportunity to play a more positive role in the visual landscape of the district. An artist-designed or community-designed wrap can be applied to the remaining poles to provide color, pattern and imagery that helps to build the Buckeye Corridor identity. The community should guide this process to determine whether there is a single design or a series of related designs used throughout. Alternatively, this could be accomplished through a painting program that could reduce costs and provide a direct opportunity for residents and stakeholders to play a role in impacting the look and feel of the street.

## Next Steps

- Conduct a community conversation regarding utility pole decoration
- Work with utilities to determine best process, project limitations
- Secure funding for design and supplies
- Conduct design competition or select a designer
- Provide an opportunity for the community to weigh in on preferred design(s)
- Wrap poles once repaving project is complete



## Project Budget

**\$ 40,000 (100 @ \$400 ea.)**

## Potential Partners

- Burten, Bell, Carr Development, Inc.
- Buckeye area stakeholders (merchants and institutions)
- LAND Studio
- Local arts groups

## Potential Funding Sources

- Community Development Block Grant - US Department of Housing & Urban Development (HUD)
- City Council Casino Funds
- Saint Luke's Foundation

# PROJECT SHEET: The Buckeye Planter

*Community identity at a personal scale*

## Project Description

The Buckeye Planter is a project that can be undertaken at a micro scale with a potentially large impact on community appearance and consistency. This initiative can be community-led and managed. A project leader or group would identify a distinct mixture of plants and flowers to make up planter baskets (hanging and pots) that could be purchased by residents and local businesses to decorate their property. Buckeye Planters could be sold by a community group as a fundraiser to provide money to support neighborhood clean ups and additional amenities.

## Next Steps

- See if there is neighborhood or Block Club interest in this initiative
- Work with a local nursery to develop the Buckeye Planter
- Organize a planter sale for the neighborhood in the late spring
- Market the planter sale throughout the community
- Set aside some planters to use as property improvement awards

## EXAMPLE IMAGES



## Project Budget

**\$ 25 / pot (or less)**

## Potential Partners

- Burten, Bell, Carr Development, Inc.
- Block Club leaders
- Buckeye area stakeholders (merchants and institutions)
- Buckeye area garden clubs

## Potential Funding Sources

- Neighborhood Up Action Grant
- City Council Casino Funds
- Saint Luke's Foundation





## #BUCKEYEROADREFRESH

This study is intended to serve as a first step in the process of realizing a vision for the Buckeye Road corridor. The planning process provides a basis for the implementation of multiple initiatives to enhance the pedestrian experience along the corridor, as well as to improve the conditions of the surrounding neighborhood's public realm. Through incremental investment and the collaboration of NOACA, the City of Cleveland, Burten, Bell, Carr Development, Inc., and Buckeye Residents, this transformative vision for the Buckeye Road corridor can be realized.

The future of Buckeye Road is one that is exciting, refreshing and inspiring. It is a place that brings people together through accessible spaces, safe streets and a reinvigorated mixed-use district. It is a place that celebrates and values the residents and stakeholders who are here now, recognizing their contributions to the strength and history of this district, while putting them in a position to guide its future. It is a place that is poised to lead our city through the embrace of new technologies, new businesses and a renewed emphasis on the value of our neighborhood commercial districts.

**The future is now. It is Buckeye's time.**



SELF  
HATE

SELF  
LOVE  
UNITY  
PRIDE  
POWER  
TRUTH  
PEACE  
LIFE  
SOUL



IF YOU DON'T LIKE SOMETHING  
**CHANGE IT.**  
IF YOU CAN'T CHANGE IT

**CHANGE**  
YOUR ATTITUDE.  
-Maya Angelou